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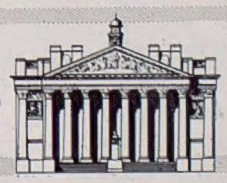

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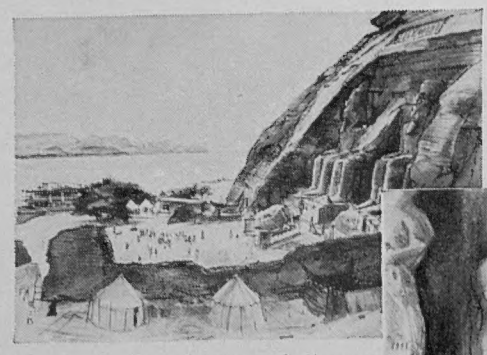

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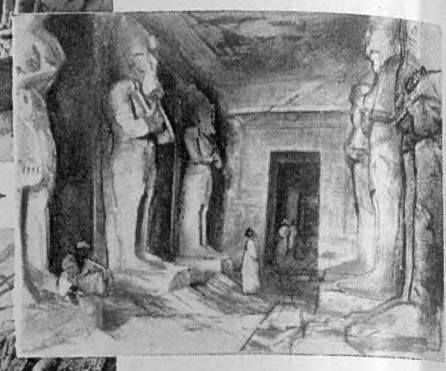
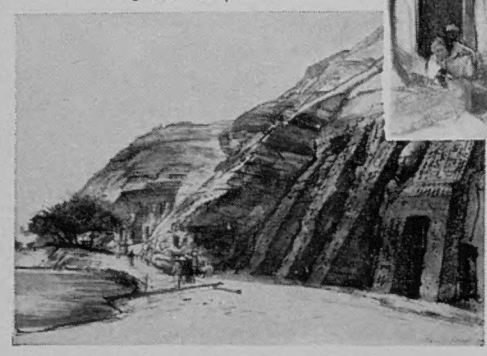


2. *The Interior of the Great Temple.*



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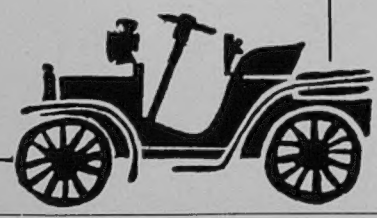

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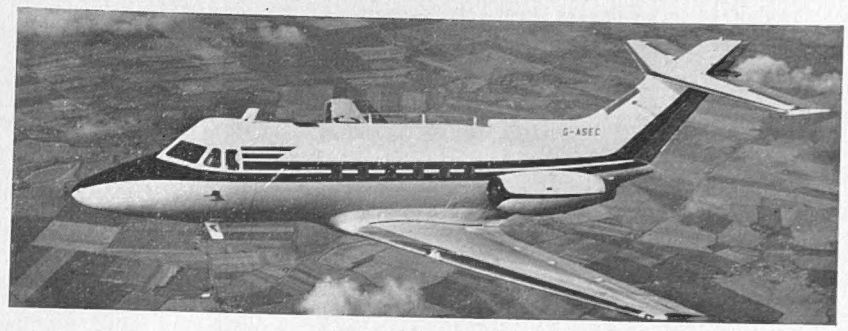

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Volume CCLIV No. 3299 LONDON, August 24, 1963

THE SPHERE

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Mr Robert McNamara, United States Secretary of Defence, makes a point while giving his evidence at the Senate Foreign Relations Committee's hearing in Washington on the nuclear test ban treaty. He declared the nuclear forces of the United States were "manifestly superior" to those of the Soviet Union, and this superiority would be prolonged rather than diminished by the treaty. Earlier, Mr Rusk had testified (Mr Rusk by the Black Sea, p. 273)

U.S. MIGHTIER THAN THE U.S.S.R.

NEWS SUMMARY

The Law in Britain ; US Republicans and the Presidency ; Mr Khrushchev in Yugoslavia

INTERNATIONAL

Throughout last week many more nations appended their signatures to the partial nuclear test ban treaty in London, Washington or Moscow. In Bonn the West German government agreed to sign the pact. Although it was understood there was a minority in the cabinet against signing, because they fear it will be the first step towards recognition of East Germany, it is expected the treaty will be ratified by the Bundestag when it reassembles in the autumn. In Washington early this week it was anticipated the Senate would ratify the treaty by a considerable majority.

GREAT BRITAIN

Questions concerning British justice continued to form the single most important issue. Points arising out of the Profumo affair and the Ward trial were given additional force by the puzzling circumstances of the death of Mr Herman Woolf last year. He died 11 days after being discharged from hospital, having been in a road accident, and at the time of his death was in the custody of the police. A detective-superintendent has been appointed to investigate by the Commissioner of the Metropolitan Police. It appears not unlikely that the procedure of justice will figure in Lord Denning's report on the Profumo affair due out next month; rumour has it that this will be far-ranging indeed. Last week's by-election in Mr Profumo's old seat, Stratford-upon-Avon, saw the Conservative candidate, Mr Angus Maude, win, but the Tory majority slumped by 10,000 votes.

There were developments in the Great Train Robbery as police carried out one of the most exhaustive hunts in their history. By last weekend, five people had been arrested and £250,000 recovered.

The Trades Union Congress meets in Brighton next month, from the 2nd to the 6th. Among the items in the TUC Annual Report to be presented at the Congress is news that the TUC has decided to study experiments in European countries designed to give workers more participation in industrial affairs. A second matter to be discussed will be the proposal by Mr Cecil King's International Publishing Corporation to close the *Daily Herald*, in which it has a controlling interest. The IPC statement proposes that the TUC divests itself of the 49 per cent. of the shares it holds in the *Daily Herald*. Mr King plans to replace the *Herald* with an entirely new National newspaper.

The first strike in the building industry for nearly 40 years began this week. The stoppage was called by the National Federation of Building Trades Operatives (to which 19 building unions belong) in support of a 1s 6d an hour pay increase and a 40-hour week. Employers offered an increase of 9d an hour and a 40-hour week during the four winter months. The Building Unions blamed the stoppage on the National Incomes Commission which condemned the award of the 40-hour week to the Scottish building industry.

One of Britain's brightest hopes in the export drive was to make its maiden flight this week from the British Aircraft Corporation's airfield at Hurn in Hampshire. This is the BAC One-Eleven twin-jet short-haul airliner, of which 60 have already been sold, including 31 to the US.

UNITED STATES

It has been reported from New York that Mr Nelson Rockefeller, Governor of New York, has decided to seek the Republican nomination as presidential candidate to run against President Kennedy next year. His strategy, it is said, will be to try to prove his worth as a vote-winner by running in at least two primaries next Spring. It would appear that Mr Rockefeller was being forced into taking this chance by the popularity of the right-wing Senator Barry Goldwater.

YUGOSLAVIA

Mr Khrushchev was due to arrive in Belgrade on Tuesday of this week on what is officially described as a holiday. In fact during his two weeks' stay he hopes to carry the Soviet-Yugoslav rapprochement a stage further as a result of talks with President Tito. Support will be sought from Yugoslavia in the great controversy with China, but how far President Tito is prepared to move from his policy of non-alignment in international affairs and Communism is problematic. One of the main causes of the Yugoslav-Soviet reconciliation—on which the seal was set by President Tito's visit to Moscow last September—has been the deterioration in Sino-Soviet relations.

President Kennedy and Mrs Kennedy leave Otis Air Force Base Hospital for their summer home on Squaw Island, Massachusetts. It was at the hospital that Mrs Kennedy gave birth prematurely to a son, her third child, who died tragically two days later

THE MIDDLE EAST

Syria has accused Israel of preparing for aggression. A Foreign Ministry spokesman in Damascus this week spoke of "suspicious movements and unusual troop concentrations" by the Israelis near the demilitarised zone between Syria and Israel. From Israel, requests have gone to the U.N. team keeping the truce between the two countries to halt Syrian attacks against Israeli farmers.

MALAYSIA

A British officer, Lt. F. H. Wallace, was killed in south-east Sarawak last week in a clash with armed guerrillas presumed from Indonesian Borneo. He was serving with one of the Gurkha patrols on the border. The U.N. team investigating the last elections in Sarawak and North Borneo arrived in Sarawak. One of its first actions was to interview leaders of the Sarawak United Peoples Party, believed to have been responsible for the anti-Malaysia demonstrations when the U.N. team arrived. In Djakarta, President Sukarno told an audience of 90,000 to switch attention from Malaysia to the problem of building a Socialist Indonesia with a sound economy.

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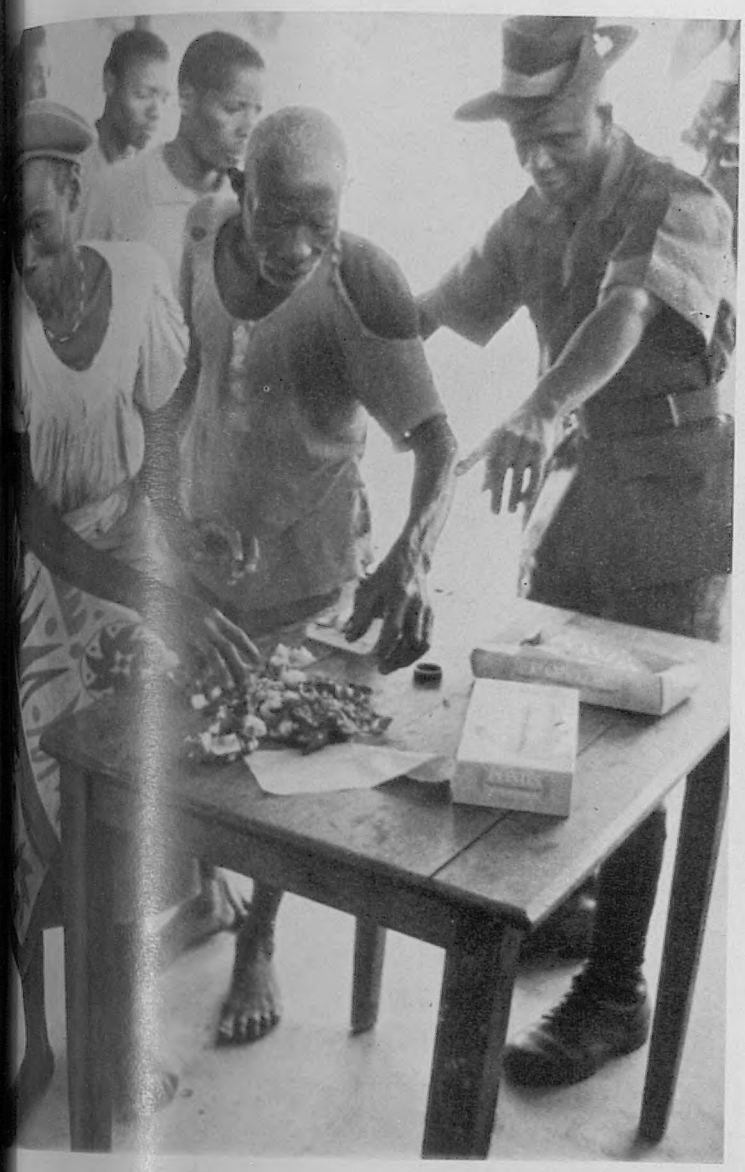
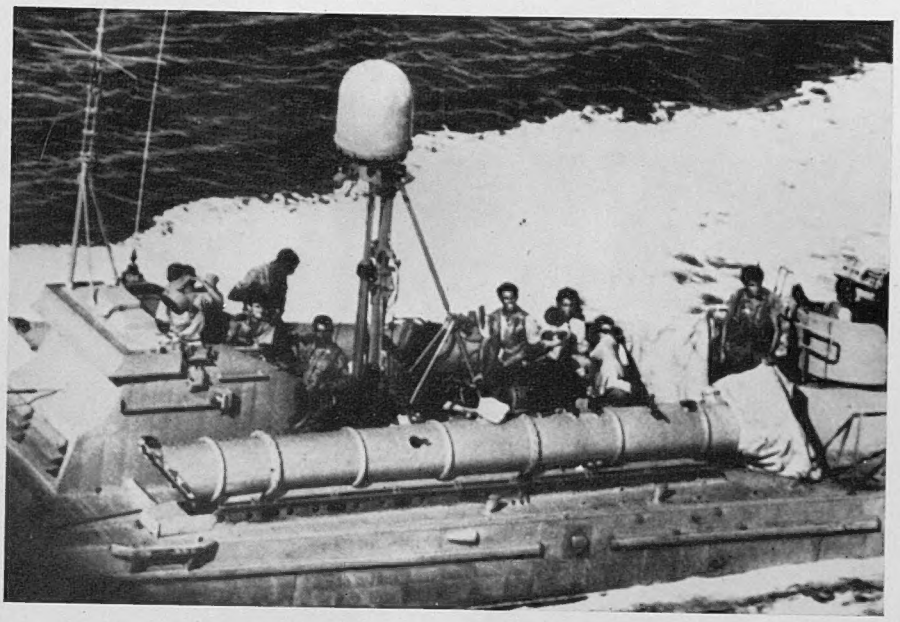
THE NEWS IN PICTURES





The first election in Barotseland

An elderly African couple leave their thumb prints at the polls at Mongu in Barotseland's first election. The main issue was the possible secession from Northern Rhodesia. This policy was advocated by the Litanga of Barotseland, Sir Mwanawina Lewanika, who wanted the country to remain a British protectorate. The United National Independence Party has, however, gained all the 25 elective seats on the Barotse National Council

Cuban patrols on the look-out

A Cuban naval patrol boat leaves Anguila Island in the Bahamas with alleged Cuban counter - revolutionaries forcibly removed from the island. Reports from Havana have revealed that Cuban patrol craft have been ranging far and wide in the Caribbean in search of armed raiders. Other news from Havana has shown a major shift in Cuba's economic planning. Dr Castro has announced that agriculture, not industry, would be paramount

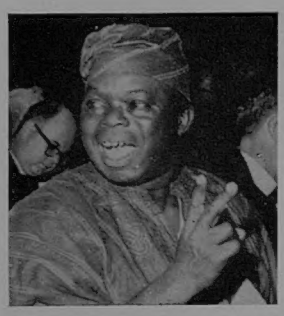
A surprise appeal by the Pope

Pope Paul blesses the crowd from an open car near his summer villa at Castelgandolfo near Rome. In an unexpected speech last weekend at the nearby Grottoferrata monastery, he made a strong appeal for unity between Rome and the Eastern Orthodox Churches

Waiting for the tide to come in?

Leader of the Opposition, Mr Harold Wilson, on holiday at St. Mary's in the Scilly Islands, takes his wife and two sons for a row. Public opinion polls, in spite of some divergences, reveal that the Labour Party is still well in the lead over the Conservatives

THE NEWS IN PICTURES



Second Anglican Congress at Toronto
Olatuni Olagote of Ibadan, Nigeria, in conversation before the opening of the Anglican Congress. Nearly 1,000 delegates are attending the Congress which ends this week. They include the Archbishop of Canterbury

Russian missile submarine
This photograph from Moscow shows a Russian submarine, with a Russian missile being fired in the background. According to official Soviet sources the submarine carries missiles—apparently aft of the conning tower

Across the Channel on top of an aircraft
Ilana Campbell of London gets a fine view of a beach in Britanny, standing on the top of a Tiger Moth. In response to a dare, she flew the Channel, standing on the top of the aircraft—one of the few ever to do this. She was held only by a belt round her waist. After the 80 minute flight, she said the experience was exhilarating and that she would do it again

Welcomed to London in the rain
The Mayor of Holborn, Councillor Harold Bright, welcomes Gordonstoun schoolboys on their arrival, in pouring rain, in Russell Square. They had run in relays from York to London to publicise the Mission for Lepers in India. From left the six boys are Martin Dray, Ian Peddie, Chris Hargreaves, David Graham, Andrew Johnstone and Roger Girling

THE NEWS IN PICTURES

Train crash outside Birmingham
Firemen look at the tangled wreckage after the 1 p.m. Pullman from Birmingham to Paddington crashed into the rear of a shunting train at Knowle and Dorridge station, near Birmingham. On the right is the diesel engine of the Pullman. In the crash last week, two drivers and a fireman in the diesel were killed. The 60 passengers on the train, although shaken, were able to continue their journey. It was estimated that the train was travelling at between 30 and 40 m.p.h. at the time of impact. The guard's van of the shunting train was thrown onto its side and the cab of the diesel crushed when it struck two long trucks loaded with vehicles for export. At the time the shunting train was crossing from one siding to another, and lunch was being served on the Pullman. An inquiry into the crash opened last week

The anniversary of the Berlin Wall
A West Berlin youth hurls a stone at spotlights on the East Berlin side of the Wall. He was one of the demonstrators who in noisy crowds clashed with police near Checkpoint Charlie on August 13, second anniversary of the building of the Berlin Wall. Despite pleas by the authorities not to demonstrate, crowds were out in strength

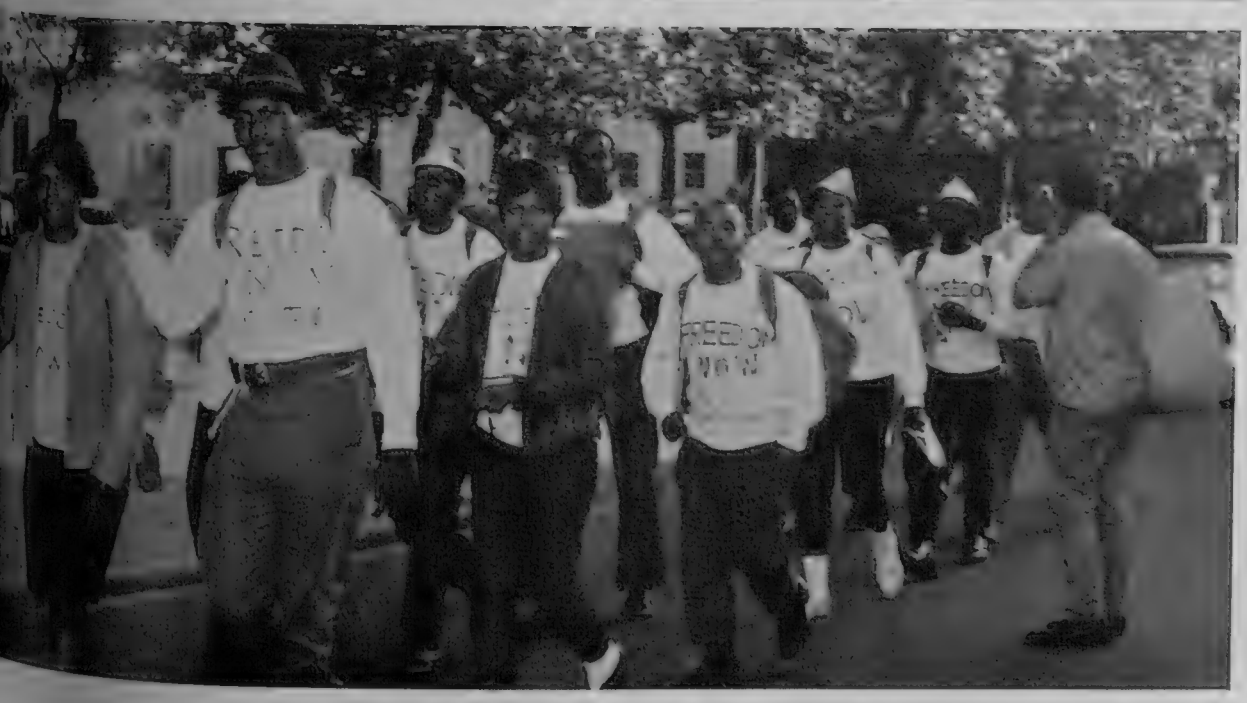
Early days of TV remembered
Mrs Margaret Baird, widow of the Scottish inventor of television, John Logie Baird, examines a replica of a very early television set at a reception given to her in London. With her is Mr William Taynton, who as a young boy in 1926 assisted Baird in his experiments. He was the first person ever to appear on a television screen

DEMONSTRATIONS AND PROTESTS

Above: Police break up a meeting in Mexico City called to protest against arrests on political grounds. **Top:** Crowds with banners are gathered outside the President's palace in Brazzaville, capital of the Congo Republic (formerly French Congo) demanding President Youlou's resignation. **Right:** Buddhist scouts sit on the ground and pray during an anti-government demonstration in Hué, South Vietnam

There is no general " off season " for politics and in several countries last week there were massive political activities. In Brazzaville public opinion was inflamed against President Youlou's plans for one-party government. After three days of disorder, Abbé Youlou resigned. In Mexico City police dispersed meetings protesting against political arrests and in South Vietnam another Buddhist monk and a Buddhist nun burned themselves to death in public. Pope Paul had reportedly intervened in the dispute between the Roman Catholic government and the Buddhists. Resentment at high food prices were among causes of demonstrations in Delhi. In America the great march of protest against segregation is due to take place in Washington on August 28.

Left: Slogans attacking Mr Nehru and the government of India are paraded outside the Parliament building in New Delhi. The demonstration of an estimated 10,000 people was organised by the non-Communist opposition parties



Left: The V-for-Victory sign is given by the leaders of a group of members from the Congress of Racial Equality as they march through Brooklyn, on their way to the great demonstration planned in Washington next week

JOHN CONNELL

THE CHICKEN WAR

262 Nobody questions the earnestness and the vigour with which the American Administration and the bulk of the American people have backed the European Economic Community, which owes a great deal to its American friends. It is very unfortunate therefore that at the first big economic test the amicable relationship between the U.S. Government and EEC became suddenly very frayed at the edges. It was even more unfortunate that the subject of the disagreement was the disposal—profitable or otherwise—of the frozen carcases of several million chickens. It reduces a great many high-minded political pronouncements, and a welter of noble and idealistic adjurations, to a single, sharp guffaw.

The facts—of which, until a fortnight ago, nobody outside those immediately concerned had any knowledge at all—are comparatively simple. Until the Common Market's agricultural policy got into its stride American farmers were exporting some $60 million worth of frozen chickens to Western Europe. New tariffs have reduced that figure to 15 million, and there is a prospect of its tumbling down to nothing. An extremely powerful lobby—the American Farm Bureau Federation—which claims to represent some 1,600,000 farming families—has been seething with indignation for months over this grossly ungrateful reaction, on the part of EEC to the U.S. Trade Expansion Act of 1962. This measure, as part of a general attempt to expand world trade, offered a fairly widespread lowering of tariffs.

Washington is extremely sensitive to opinion in states like Arkansas and Indiana in which the broiler industry has been built up on a massive scale in the past decade; and on August 5 it reacted with a sharpness which has both surprised and amused a great many Europeans—though it is likely to be no laughing matter in the end.

West German Chancellor designate, Ludwig Erhard, waves from his house on the Tegernsee in Bavaria. As Economics Minister, Professor Erhard has had much to do with European Economic Community policy

Mr Christian Herter, President Kennedy's special representative for trade negotiations, announced that retaliatory measures are to be taken, and that public hearings, to decide on the specific items on which trade concessions will be withdrawn, are to begin early in September. A markedly apologetic and defensive tone about the announcement revealed that the U.S. Administration was not completely unaware of its hazards. It was pointed out that the step was being taken most reluctantly, and that never before has the U.S. retaliated directly against discrimination. The State Department's spokesmen were far too sophisticated to say so, but obviously the hope is that once the big stick has been brought out of the cupboard and brandished in front of the naughty boys, they will go quietly back to their desks.

The stick really is quite formidable, and there is no doubt that, if the EEC Council of Ministers refuse to see reason (American version), it will be applied. Concessions totalling some $46 million (about £16 million) are likely to be withdrawn on some 19 items of import, including wine, lorries, butter, brandy, photographic paper, film, electric shavers, flower bulbs and scissors. To what extent these measures will hit Britain—for once an innocent bystander in a major Transatlantic brouhaha—has not been calculated; but the State Department says that the list has been carefully compiled to reduce the damage to a minimum.

Having made the announcement, official Washington lay doggo; and newspaper comment in the United States has been very small in volume and reticent in tone. Up to last week *The New York Times* indeed had almost completely ignored the whole matter. Perhaps had Mr James Reston been at his post, we might have been edified and entertained by his views; but he has been in London discovering (and how right he is) that this country's mood at present is paradoxical—" more optimistic than America about the conflict with Communism, but pessimistic about itself."

Comment in Western Europe, however, has been unrestrained and funny in a way that, alas, both distresses and angers Americans. The frozen birds are tasteless (it is said), they are kept on ice for six months and more, and men who eat them are in danger of losing their virility. This last allegation, which has had a riotous run in France and Western Germany (the two countries, in the Six, most affected), has been hotly denied in the United States, and it has been pointed out pontifically that the use of hormones in the birds' feed has been prohibited.

The plain fact—sly and slightly bawdy propaganda apart—is that EEC, if it is to succeed, has to carry through to the end the agricultural revolution, of which France, always a great food-producing country, is the epicentre. Beyond frozen chickens loom the far graver problems of animal foodstuffs and wheat. Of this the American Farm Bureau Federation is fully and bleakly conscious. The idea of a Western Europe solidly self-sufficient in agriculture, and unwilling to take American surplus farm products, is sending a chill wind through the South and the Middle West.

Last week Senator William Fulbright entered the controversy with thunderous effect. Like most men in public life the Senator wears two hats. Under one he is Chairman of the Senate Foreign Relations Committee, and exercises a powerful and usually constructive influence on his country's handling of international affairs. In this capacity he accompanied the Secretary of State, Mr Dean Rusk, to Moscow to the Treaty-signing ceremony; and in this capacity he, with the Secretary of State, stopped off in Bonn, ostensibly to assist in calming West German anxieties about the Treaty. But under his other hat he represents Arkansas in the Senate; and in farm after farm across the rolling lands of Arkansas there are rows and rows of those little hutments in which broiler chickens pass their brief and (to my way of thinking) extremely dreary earthly existence. And it was this hat which he assumed in Bonn.

While the Secretary of State soothed Dr. Adenauer—in itself a tricky undertaking—Senator Fulbright addressed a stern reproof to Herr Rolf Lahr, a senior official in the Bonn Foreign Ministry. The West Germans have until this year bought a great many American chickens, and now under Common Market arrangements are instead turning towards France. As Senator Fulbright explained, the EEC tariff, which is at the rate of a shilling a pound, has already cut Western Germany's import of American chickens by two-thirds, has cost his country's exporters over £17 million this year, and can only have serious consequences. He went on, to Herr Lahr's shocked dismay, to indicate at least one of the consequences: the United States (he warned) would have to reduce the number of troops, some 400,000, whom she retains in Europe, the majority of them in Germany. When the unfortunate Herr Lahr said that the U.S. troops had a symbolic role in Europe the Senator cracked back, "So have our chickens."

The State Department spent a bewildered week-end trying to mute the effect of these explosive utterances; and the Federation of German Industries, scared stiff by the idea of American retaliation, urged its Government to take steps within EEC in order to make sure that America gets an appropriate share of the European agricultural market. Home in Washington the Senator unrepentantly said it all over again, and then put on his other hat and went to listen to Mr Rusk and Mr McNamara explain how much stronger in atomic warfare potential the United States has become as a result of the Moscow Treaty.

Irony is a constant factor in international relations; but seldom have I been more conscious of this fact than in contemplating this quaint postscript to the *tamasha* on August Bank Holiday. Does all that fine talk boil down in the end to a lot of broiling fowl?

A ROYAL HAND FOR THE ROYAL BALLET

In the Herod Atticus theatre at the foot of the Acropolis in Athens, Dame Margot Fonteyn shakes hands with Prince Constantine of Greece after members of the Greek Royal Family had watched an early morning rehearsal. With their backs to the camera are Queen Frederika of the Hellenes and her two daughters, Princess Irene and Princess Sophie. The dancer on the right is Pamela Moncur. Dame Margot Fonteyn and her partner, Rudolf Nureyev, with their supporting company — who are mainly dancers from the Royal Ballet—gave three performances during the Athens Festival. It marked the start of the prima ballerina's world tour. Currently they are due in Israel, to be followed by visits to Japan and Honolulu

A LONDON NEWSLETTER

13-15 John Adam Street, London, WC2

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Poachers and Keepers

The great mail train robbery of August 8 must surely result in more realistic measures to deter the Moriartys of successful crime. The losses in recent years incurred by banks and other businesses which handle large sums of money and by insurance companies have reached a staggering total; and the success and immunity of the master criminals show clearly that the Moriartys are usually a jump ahead of the Holmeses. Some of the best brains in the country are devoted to making this form of crime a bonanza industry. It is now even more important to catch the gangs than to recover the loot. For every new successful coup increases public anxiety by throwing contempt on the efforts of all kinds of guardians of the law to prevent, or to bring home to the perpetrators, their almost daily successes. If a Beeching scale of salary could be offered to these criminal master minds to turn from poaching to gamekeeping, they would probably reject it with contempt, if only on the score that their present " incomes " are not liable to supertax and that they can earn their money with less trouble than by honest industry. Certainly, they seem to run their poaching business more efficiently than our gamekeepers run theirs. The time has come for the keepers to shoot back and the rusty man-traps to be pulled out and resprung. The time has certainly come to amalgamate under one Sherlock 1,000 local CID's, to fight the Moriarty of crime successfully.

Looking back 50 years

It comes as a shock to realise that next year it will be half a century since a dreadful August holiday weekend plunged civilisation into an era of war and mass destruction, of hate and fear, of suspicions and anxiety, from which it cannot even now be said to have recovered. Since that distant, half-forgotten August 4 in 1914, not only has the world been turned upside down politically. The social upheavals which resulted have been no less shattering. Like a great city devastated by an earthquake, a sightseer returning after 50 years would recognise hardly a feature familiar to him in his youth. Much that was good and much that was shoddy lie buried in the ruins. The air was heavy under a blue sky and burning sun that August 4 in 1914. It pressed not less heavily on the head under the low and clammy clouds and heavy rain on August 4, 1963. There was little in the scene to connect the lost world of 1914 with the world of 1963, and little to our comfort—on the surface. But among the thousands of campers, cheated of their long-planned holiday, rising from their watery beds, there was clear and cheering evidence that the spirit of our race is undiluted, and that Britons can still take it with humour, courage and philosophy. If they knew of a better and less swampy hole, they went to it, to prepare breakfast and then to pack up till next August. " Everyone suddenly burst out singing." That is the singing that counts and lasts. The singing that burst out at the Armistice of 1918 was short-lived (" Oh, but the singing will never be done?"). It was materially based and turned to squealing in no time. *This* of 1963 was a singing of the spirit and we can only hope that it " will never be done."

Bunk

Weather prophecies are bunk, said uncountable millions cheated of their August holiday. But the Met. men were not downhearted. They promised us " some sunshine " and " some sunshine " there was during the vital period. Where it would show and for how many minutes it was not their duty to specify. They carried out their Sphinx-like duties and saved their reputation for omniscience. Road casualty statistics, too, are bunk and are not unconcerned with weather conditions. There were fewer deaths on the road during that holiday period—a gain perhaps of half a dozen victims spared. Hats in the air? The toll of the road checked at last, as a result of better roads, wise propaganda, speed limits and public self-restraint? If this was regarded as a satisfactory balance sheet all ready for comparison with next August's figures, it is a rather risky comparison, which may lead to a " thumbs down " rather than a " hats up " in 1964. Next August the prophesied " some sunshine " may be longer lived and more widely dispersed, and then more people will be risking their lives on the roads, with less cheerful statistics of mortality to follow.

The Canterbury week

Canterbury's fame, I need not tell you, goes far back into our history. It is now getting on for 120 years since a few lighthearted Cambridge undergraduates, devoted to cricket and to acting, fixed on Canterbury as a " head-quarters " for their new cricket club, *I. Zingari* and for their allied theatrical society, *The Old Stagers*. In so doing, if they did not enhance the solemn historical fame of Canterbury, they certainly increased its joy. I.Z. cricket matches gave place to County matches as the Canterbury Week's fame increased, and the Old Stagers year by year took on more and more a professional status—though the famous " epilogue " retains its amateur status. The " perpetual President " (W. P. Bolland) has been dead for nearly 100 years. Of the original founders Sir Spencer Ponsonby Fane survived longest, living into the first World War. But their names never die. Old men remember, and their descendants still play their parts in the Canterbury Festival on the boards of the Marlowe theatre if not so regularly and massively on the cricket field. The name *The Old Stagers* still evokes in me a slight feeling of guilt. The first article I ever wrote for the press was published over the nom de plume " The Old Stager." That I think was in 1919, and the article dealt with the origins of I.Z., the Old Stagers and the Canterbury week. It is true that I am a very old member of I.Z., but, though Founders' kin, I was never an Old Stager, since acting is not in me. As I recall it, this spurious nom de plume was thrust upon me and was not my deliberate choice; but this " living lie " has stuck to me ever since, getting on to half a century. I make my confession and come clean. I have the consolation today

of realising, in one sense at least, this nom d plume is not so inappropriate as once it was

The Lawrences

There have been many famous Lawrences who have earned a place in our Dictionary o National biography, generals, painters, writers judges and so on. It takes time to assess with cool judgment the merits of all candidates fo our national valhalla, and for some of them 400 years is not long enough to secure definitive verdict. Some no doubt are born great, some achieve greatness and some have greatness thrust upon them. Among the Lawrences, the writers T.E. and D.H. stil (and perhaps for a long time to come) remain in the third category and await the cool judgment which only time can give, for promotion to a higher category. I think their ultimate reputations have suffered from too much publicity too soon accorded. Reputations nowadays are built up by the publicity of the radio, the film and the extraordinary contortions of literary criticism in our day, so much so that posterity may grow to discount some of the praise and the merits of those writers who received most publicity in their lifetimes and soon after their deaths. The fog will be slow to disperse. For my part, I am not perhaps qualified to assess literary merit, but I refuse to be hazed by publicity. I can think of no two writers who—from what I have read of them—attract me less; and of their combined output of books, with a single exception, there is none which I would choose to read for a second time.

The Old Stager

Above: Paul the Pelican swims with his two new companion pelicans, a gift from Pakistan. After an accident to Paul's friend Daphne, he had been pining in the lake in St James's Park **Above left:** Sir Alan Herbert is at the helm of the old Thames grain barge *Victoria* on her last voyage. Later she was moored at Tower Pier, London, to be converted into a restaurant

Left: A new craft on the Thames is a hydrofoil water-taxi, here leaving a wake at speed, with Tower Bridge in the background. It came into operation last week, ferrying executives from the shipping offices of William-Hudson Ltd. in the City to their Dagenham Dock. The 15-mile journey takes 20 minutes. By road the same journey takes an hour **Below:** With the scaffolding removed, No. 10, Downing Street regains its former appearance. Work on restoring the Prime Minister's residence has now taken three years. The cost of the renovation has risen from the original estimate of £400,000 to £1 million

THE STAR TREATMENT

266 Three factors were at the root of the glory of Hollywood: the star system; a professional skill second to none; and a confidence born of repeated success. It was this confidence which evaporated in the grim 'fifties. In the years of reassessment, Hollywood turned to cost-counting, and to attempts to make every film a winner. From this rose the power of the indestructible Hollywood stars, one last guarantee of success: no longer in the power of the studios, they could command even bigger salaries. At bottom, Hollywood is still the king of the entertainment film, the film with great gloss and expertise depicting a romantically coloured, highly charged world. And of the major studios which have remained faithful to this idea, none has been more faithful than probably the best known of all—M.G.M. Not so very long ago they opened their new flag cinema in London, the New Empire in Leicester Square. There they have hit the jackpot, to the industry's surprise, with not a new film but a series of revivals—a season of Garbo films—*Ninotchka*, *Queen Christina*, *Camille*, *Marie Walewska* and *Anna Karenina*. *Marie Walewska* starts this week and is followed by the last of the season, *Anna Karenina*. It is 21 years since Garbo made a film, but it is evident that she has lost none of that magnetism, that command of the screen, which made her one of the stars of all time. In these films, a comedy and four romantic costume dramas, Hollywood was doing what it knew best. They gave Garbo the chance to capture the heart of a generation, with her husky Swedish voice, her boyish walk and her sudden private smile.

Following the Garbo season, there comes on September 5 M.G.M.'s latest big glossy film, made, however, in England. This is *The V.I.P.s*, starring the current biggest star, Elizabeth Taylor, with Richard Burton and Louis Jourdan. It is one of those omnibus films about the reactions of a group of important passengers stranded at London Airport in a fog. The producer, Anatole De Grunwald, toyed with the idea of a remake of *Grand Hotel* before getting his idea. The script is by Terence Rattigan and the director Anthony Asquith. Back from the Nile, Elizabeth Taylor and Richard Burton play two sides of a romantic triangle, of a wife leaving her husband for another man but finding the fog preventing her getaway. Headed by Orson Welles, there is a list of other famous names, from Margaret Rutherford to Elsa Martinelli.

Above: In *The V.I.P.s*, the reception manager (Richard Wattis) endeavours to soothe the Duchess of Brighton (Margaret Rutherford) about to make her first flight **Top:** Paul Andros (Richard Burton) and his wife Frances (Elizabeth Taylor)

Left: Anna Karenina (Greta Garbo) is embraced by her lover, Kronsky (Frederick March)
Below: Marie Walewska (Greta Garbo) tries to restrain her mad mother (Maria Ouspenskaya) who is upbraiding Napoleon (Charles Boyer) for telling her he is the ruler of France. The mother is still firmly of the opinion that there is a king on the French throne

Above: At the Airport hotel, Gloria Gritti (Elsa Martinelli), attended by her maids, gets the star treatment
Left: Max Buda (Orson Welles), a film tycoon, is dismayed when told the only way out of his tax problems is to marry his protegée, Gloria

The items in " The Voice of the Commonwealth " are contributed and do not necessarily reflect the views of the Editor of " The Sphere "

THE VOICE OF THE COMMONWEALTH

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Prospects of independence

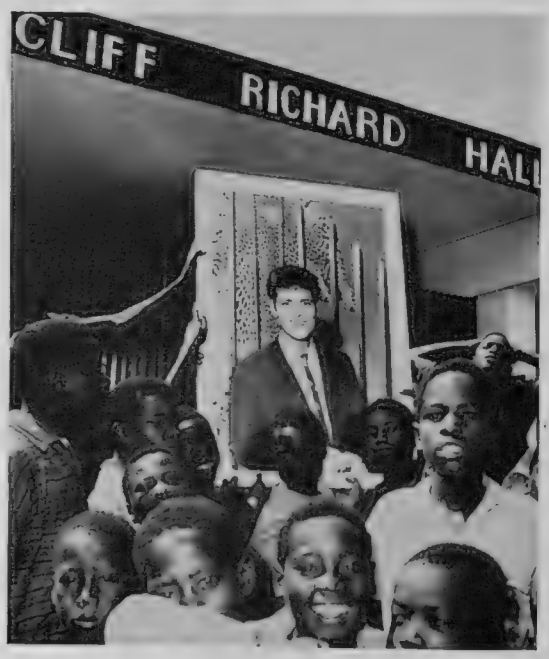
December 12. This is the date for the independence of Kenya on which all eyes are fixed. There will be a conference in London towards the end of September at which the final arrangements for the transfer of sovereignty will be discussed. Already there have been preparatory talks in Nairobi. At the talks, Mr Kenyatta, the Prime Minister, led the Government delegation, Mr Clive Salter represented the European Community, Mr R. G. Ngala the Opposition. Afterwards, Kadu leaders complained that they were dissatisfied with the share of seats allotted to them at the London conference. The representation was to be Government 10, Opposition 5, minorities 3. One of the Government's first tasks has been to allay fears of domination by the Government party, the Kenya African National Union (Kanu). Special responsibility has fallen to Mr Oginga Odinga, Minister for Home Affairs. He is known in Kenya as the " Peacemaker " because of his efforts to bring about an understanding between the Kadu-dominated regions and the Kanu Government.

Kenyatta's call to greatness

Jomo Kenyatta's rallying call to the people of Kenya was heard again recently, this time at Nakuru, capital of the former White Highlands. The great shout of " Harambee " calling on all to work together to build a new nation was joined by 400 European farmers meeting for an address by the Prime Minister at the invitation of Lord Delamere, son of Kenya's most famous pioneer. Mr Kenyatta got a rousing reception, and he rose to the occasion with some inspiring reassurances that past wrongs would be forgotten in the efforts to make the new Kenya a great country. He too was a farmer, Mr Kenyatta said. Referring to the white farmers' anxieties about their position in independent Kenya, Mr Kenyatta declared, " We want you to stay and farm well in this country. We want you to stay and co-operate with us. . . . We can show other people in various parts of the world that different racial groups can work together." There would be opportunities of employment for all races. What the Government needed most of all was experience.

The United Nations Office

A United Nations' flag is flying in Nairobi over the United Nations Office recently opened by Mr Kenyatta. The office will be under the direction of Dr Bernard Chidzero, a Southern Rhodesian who has worked at the Economic Commission for Africa for three years. Mr Kenyatta said in his opening speech how welcome were the 32 U.N. specialists at present working in Kenya. He added a particular tribute to Mr Michael Ani, Permanent Secretary to the Nigerian Ministry of Establishments, who has been in Kenya to advise on the setting up of the administration of the projected East African Federation. The U.N. has recently begun one of its most ambitious operations in Kenya. This is a three-year irrigation survey of the Tana river.



Top: Mr Kenyatta addressing white farmers at Nakuru. He appealed to them to co-operate in building the new Kenya, and was frequently applauded as he spoke

Above: A portrait of pop singer Cliff Richard is raised shoulder high by his fans at the Starge Boys' Centre in Kenya. Cliff Richard has recently completed a tour of the country, where he gave a number of charity concerts

Right: Mr Oginga Odinga addressing a rally at the Mombasa headquarters of the main opposition party in Coast region. He told his audience that the two main parties must work together to build the new Kenya. Demands for a separate status for the Coastal region have been frequently voiced by opposition leaders

Above: The Prime Minister of Australia, Sir Robert Menzies, is given a joking caution regarding a pistol he is holding by Police Inspector A. M. Cunningham in the United States Pavilion at the Sydney Trade Fair. The Sydney Trade Fair is the largest since it began its annual appearances in 1960. There were 375 overseas companies representing 21 foreign countries, including many Commonwealth members. The Fair is sponsored by the City Chamber of Commerce, the Chamber of Manufacturers of New South Wales and the Retail Traders Association of New South Wales

Above left: The entrants for the Miss Queensland University Quest wearing the summer clothes they modelled for the quest. The winner was Judy Temperley (sixth from the right wearing a large white hat). She was crowned Miss University 1963 at the University Ball, organised to raise money for the World University Service

Left: The contestants in the "Miss Nigeria" competition held in Lagos. The competition has been held each year for the last eight years

Students at Makerere University, Uganda

UGANDA

Two aspects of higher education

The Prime Minister of Uganda, Mr A. Milton Obote, has received a cheque from Messrs Ralli Bros. Ltd., for £1,500, being their contribution to the Uganda Independence Scholarships Appeal Fund. The Company is based in London, but operates a subsidiary company in Uganda called Ralli Bros. (Uganda) Ltd.

The Secretary of the Independence Scholarships Appeal Fund Committee, Mr E. Nyanzi, said that cash contributed to the Fund so far amounted to about £29,000. This did not include donations in property which are separately valued at about £22,500. Mr Nyanzi stated that, in the light of the contributions so far made, the Uganda Central Scholarships Committee had awarded 21 scholarships from this Fund for the 1962/63 academic year.

He said there had been a continuous flow of donations ever since the launching of the Appeal. Donations had come in from individuals, groups of people, social clubs, companies, Government and local Councils.

The Guild Executive of Makerere Students' Council has written to the Principal of Makerere University College, Sir Bernard de Bunsen, requesting him to name the new Hall of Residence, now nearing completion, "Kenyatta Hall" instead of "Livingstone" or "Mitchell" Hall.

The Executive has told the Principal that many students feel the time has come when one of the buildings in Makerere should be named after an East African leader. The Royal College, Nairobi, it was pointed out, has already named one of its Halls of Residence after the President of Tanganyika, Mr Nyerere.

Sir Bernard has recently resigned as Principal of Makerere, but is to continue as Vice-Chancellor of the University of East Africa. Under his administration Makerere had grown into a leading seat of higher education in East Africa.

MEMORIES OF WATERLOO

by Reg Colby

270 The demolition of the old houses in Grosvenor Square is nearly completed. Only two of the original red-brick, four-storey houses, built by Sir Richard Grosvenor when he developed the property 250 years ago, remain. They are Nos. 43 and 44 on the south side. No. 43, once the home of the Countess of Schulenberg, created Duchess of Kendal by George I, is divided up into flats, but No. 44, the home of Lady Illingworth, is still kept up as a private house. This is the last one of its kind in Grosvenor Square today.

Lady Illingworth's house was open to the public last year, when it became one of London's most popular sights (as large houses are getting rare in the centre of London) and it is open again this month (August) on Thursday afternoons.

What draws people to 44, Grosvenor Square? Probably the same reason that attracts people to country seats like Blenheim and Longleat. It is grand, it is a private house, and it is historic. Everywhere there are signs that it is really lived in . . . hats in the hall, newspapers and magazines in the morning room, gleaming silver on the long table in the dining room, which will be used that evening, and the dinner being prepared in the enormous basement downstairs.

Lady Illingworth, who has lived at 44, Grosvenor Square for over 30 years, welcomes visitors in the morning room on the right of the hall. You might be coming to make a private call. You can walk about anywhere. The owner tells you the story of the house herself. The morning room used to be the dining room "in the Harrowbys' day." The 1st Earl of Harrowby was President of the Council in Lord Liverpool's Cabinet, and the whole Cabinet, including the Prime Minister, were dining at the house the night the news of Waterloo reached London. Major the Hon. Henry Percy, the Duke of Wellington's A.D.C. arrived with the despatches on Wednesday evening (Waterloo was fought on the Sunday) and first went to Downing Street, but was redirected to Lord Harrowby's house. The famous despatch was opened in the dining room where the Cabinet were sitting after dinner, very depressed as they thought the battle was lost. Lord Harrowby's daughter, Maria, woken up by the crowd outside the house, peeped over the banisters in her night-dress and witnessed the event. In her 100th year in 1900 she described to the present Lord Harrowby, her great-great-nephew, how she saw Percy dash into the house with the despatch and heard the cheers as her father announced the great news from the doorstep.

On February 23, 1820, drama came to the dining room of No. 44 again. It was another Wednesday, and Lord Harrowby was to entertain the Cabinet to dinner. Had they sat down to their soup and fish they would all have been butchered by the Cato Street conspirators. But the plot was discovered in time and the dinner put off. A pretence had to be made that the dinner was to be held and the French chef was not told until a few minutes beforehand. He was so annoyed that he threw all his carefully prepared dishes into the fire. The scene of this gallic gesture—the downstairs kitchen—is also shown to visitors.

An interesting discovery

Two years ago Lady Illingworth was carrying out some repairs in the house when she decided to find out if there was any truth in the story that "there was a fresco by Hogarth" behind the panelling in the upstairs drawing room. A carpenter took down a partition and there, looking out from the wall as fresh as if painted yesterday, was a man in a full-bottomed wig and three-cornered hat. More panels were taken down, and the whole wall was found to be covered with an enormous painting. There was a flurry of art experts. Hogarth's name was not accepted by all, but the painting certainly dates from about 1730. The mural used to be part of the staircase (which has since been removed), and the figures looking over a balcony were meant to be seen from the hall below—an idea William Kent used in the King's Staircase at Kensington Palace. Kent may have been the artist. He was employed by Sir Richard Grosvenor to lay out the original garden of Grosvenor Square in the early years of the 18th century.

The future of 44, Grosvenor Square is not certain. The lease has still some years to run, but as a preservation order has been refused it may finally be demolished. The chief argument brought by the L.C.C. against its preservation was that the interior has been altered so much, and is no longer pure enough Georgian. This is true. Considerable structural alterations have been carried out, mainly by the late Lord Illingworth over 30 years ago—he added the charming statuary lined garden. But for all its 1930-ish egg-shell decoration No. 44, Grosvenor Square is the last example in the square of a great London house where for 250 years old traditions and styles have been kept up. It would be sad to see the old house go.

Top right: A print of a view of Grosvenor Square, looking east, in 1741. What is now No. 44 is on the far right in the background, just before the turning. **Above right:** The morning room used to be the dining room. It was here that the Waterloo Despatch was brought to the Cabinet in 1815. **Right:** The fresco which is held by some to be work by Hogarth

Above: The courtyard garden lined with statues is an addition made by the late Lord Illingworth over 30 years ago to No. 44, Grosvenor Square, the last private house in the square. Lady Illingworth still lives in the house. **Centre:** The dining room with the table set for dinner. **Top:** The exterior of No. 44. **Left:** The entrance hall with the hooded steward's chair and miniature cannons

RETREAT FROM MOSCOW

After signing the partial nuclear test ban treaty in Moscow Mr Dean Rusk, the American Secretary of State, went down to the Black Sea to visit Mr Khrushchev in his holiday villa near Gagra. The pictures taken on this occasion are believed to be among the first seen in the Western world of the estate where the Soviet leader relaxes from his cares. The two-storeyed house is surrounded by pine trees. The Khrushchev grandchildren roam in the grounds. In the gymnasium Mr Khrushchev revealed himself as a badminton player, testing the skill of Mr Rusk and of Mr Gromyko. Only one aspect marred the scene—the heavy guard always on duty at the gates.

Above left: Alexei Adzhubei, Mr Khrushchev's grandson, in the grounds of the villa **Top:** The house is surrounded by pine trees

Above: The swimming pool in the grounds of Mr Khrushchev's holiday retreat near Gagra by the shores of the Black Sea on the Pitsunda peninsula

Top: The game of badminton with Mr Rusk (in centre background) **Left:** Grandfather Nikita Khrushchev holds hands with two grandchildren

Above: Mr Rusk tries the temperature of the water in the swimming pool. Mr Gromyko is standing between him and the Soviet Premier

A SHOW COMES TO ROOST

274 The Royal Welsh Agricultural Society was founded in 1904. Since then, and until this year, the Society has been peripatetic, travelling about the country to meet its members; its annual show held alternately in north and south Wales, and in a different county each year. Now the Society has acquired a permanent site by the purchase of the 176-acre park of Llanelwedd Hall, just over the Radnorshire border from Builth Wells. This year's show, the first to be held on the permanent site (though the 1951 show was staged at Llanelwedd, despite the fact that it was called the Llandrindod Wells show), was, therefore, the most important in the whole history of the Society.

The pros and cons of a fixed site as against yearly travelling are very much in the minds of agricultural societies nowadays. Most show committees, I think it would be true to say, are loath to abandon their itinerant ways: yet more and more are doing so, or seriously considering doing so. The main reason is, of course, economic. I think that there can be no doubt that those that have done so, and those that are about to do so, have been encouraged by the great success of the Yorkshire at Harrogate.

When an agricultural society settles on a permanent site, the character of its show must inevitably change. This may not be apparent the first year. It almost certainly will not be. But it will be apparent in the second year and will become more and more so thereafter. The travelling show, particularly for the area it visits, is a festive occasion; part show, part fair. When the site is permanent, this festive atmosphere must largely disappear. The show is no longer a " once-in-a-while " affair, a great excitement. It is a repetitive annual event: the same thing, in the same way, in the same place, year after year. Undoubtedly, something is lost with the acquisition of a permanent site.

But since the war the cost to the itinerant show (which only lasts two or three days anyway) of re-erection at each site, of transport, of the installation of essential services and so on, has risen so steeply that it is now out of all proportion. This steep rise does not fall only on the society, of course: it hits the trade exhibitor too, and so heavily that quite a number have been frightened away in recent years. But once a permanent site has been acquired these things—buildings, essential services, etc.—become, basically at least, a matter of a once-and-for-all capital outlay, and it also becomes possible to lay down permanent roadways, to install proper drainage, to supply firm car parks and so on, and so to remove one of the great hazards of the agricultural show: the morass of mud that follows a wet day. Moreover, trade exhibitors can acquire permanent sites on the ground and so reduce their costs very considerably. Obviously, there are enormous advantages in the permanent site—provided that you have the right site.

Llanelwedd was until recently the home of the Gwynne family. It was Sir Rowland Gwynne who fathered our internal transport system, for it was he who introduced the Bill which brought the turnpike roads into being; incidentally, he also introduced the Bill which settled the royal succession on the House of Hanover. This site is virtually in the centre of Wales: an ideal position for the home of the national agricultural society. It would be difficult to imagine a more beautiful site, set as it is in a bowl in the mountains. The ground was well laid out and provided with excellent, easily accessible, *free*, car parks. In a year or two (for, of course, much is still experimental) this will be the perfect site.

But the attendance over the three days was the lowest for any Royal Welsh Show since the war, and 16,000 down on that held on the same site 12 years ago. I heard all sorts of excuses, mostly concerned with the weather. The previous fortnight had been wet and many farmers were busy getting in the blackened remnants of their hay. Of course, the weather had something to do with it. But the real truth, I think, is that Builth Wells is too far from large centres of population, and its communications with them now too tenuous (there is no longer a railway on the doorstep) to encourage large crowds. It is the townsman who provides the " gate " at agricultural shows. The great Yorkshire Show is an annual success because Harrogate is itself a large town and there are many large towns within easy reach. Builth Wells has a population of about 1,500 and there is no large town within really easy reach. With a permanent site at Llanelwedd the days of really large gates have surely ended for the Royal Welsh Agricultural Society.

A depressing picture? I think not. T future for the Royal Welsh Agricultur Society could well be brighter than it has ev been. It is evident that a clean break h been made with the past. The travelli show is really no more than a festive occasio a social event, an advertisement: it does ve little to help the farming community by w of instruction or business. The main ri events — jumping competitions, foxhoun bands—may attract the townsman, but th do not help the farmer. With a permane site, a national agricultural society can co centrate on its true function; which is to he the farmer.

Farming is a long-term business. With permanent site it should be possible to ha demonstration plots of crops: not just f one year, but for several: to demonstrate se varieties, to show the long-term effects fertilisers, weed-killers and so forth. It shou be possible to demonstrate new machine working under natural conditions and, pe haps, also to show the true economic worth this or that breed of livestock. In oth words, a permanent site, open to members the year round—and there is surely no poi in having a permanent site if it is not—ca really serve the agricultural community, ar so the nation as a whole.

With a permanent site it is the membersh of the society, the number of annual su scribers, not the size of the gate at the annu show, that matters. A crowd of 40,000 at three-day travelling show is very disa pointing: at a permanent site, it can be very satisfactory bonus. Provided, of cours that the membership is large.

Summertime on the Severn at Worcester. The Three Choirs Festival will be in the Cathedral and City from Sept. 1-6

ROYAL EASTBOURNE

Above: C. D. Wheeler (Secretary), L. F. Revell (Captain), F. Batty (Vice-Captain)
Top: The 10th hole of the Royal Eastbourne Golf Club with the splendid view towards Eastbourne in the distance
Left: A view of the 9th green

Right: C. W. Thomson (Professional) and J. H. Brooker (Asst. Professional)
Below: J. R. Philips, G. C. Taylor (standing), H. Reside and R. H. Hughes
Bottom: A. Burton, W. Feeney and S. Meanley

Golf has been played for 76 years at the Royal Eastbourne Golf Club. The club was founded in 1887 by Arthur Mayhewe who had in the previous year thoroughly enjoyed a golfing holiday at St Andrews. Not wishing to give up the game on his return to Eastbourne he and his brother-in-law took their clubs to a stretch of ground near Compton Place at the foot of the Downs. The ground was perfect, with acres of springy turf, and natural hazards studding the undulating countryside. More and more players joined as time went on, and soon a club was formed, with the Duke of Devonshire readily accepting the office of President. The Duke met the cost of building a clubhouse, which served for 14 years before it was replaced by a new clubhouse—the present one—designed to accommodate the greatly enlarged membership. The Marquis of Hartington was invited to become the club's first Captain. This he did, offering in acknowledgment the Hartington Gold Medal, still competed for annually. Length of the course is 6,041 yards: S.S.S. 70.

YACHTING

276 Most people agree that this year's Cowes Week will go down in history as one of the most successful. Every one of the many factors which can make or mar this great sailing show had contributed. Not only was there the most brilliant gathering of competitors from countries on both sides of the Atlantic, remarkably distinguished even for a Fastnet year, but the gods of the sea and of the weather were kind enough to pull out all the stops and present the greatest possible variety of conditions. The nine-day week started with rain and gloomy skies to develop into a bright, sunny sequence of days of sparkling blue waters and enchanting cloudscapes. There were no excessive calms, the winds obliged by blowing, not always from the best quarter, and not always with the most desirable steadiness, but giving on the average, as good sailing conditions as anyone could wish for. Admittedly, by the second Saturday, it became too much of a good thing and for the start of the Fastnet Race, true to usual form, it blew with near gale force, causing not only excitement, but collisions and damage to one or two starters.

Throughout, the racing was of a very high standard. On the opening day the Queen's Cup was won by *Liz of Lymington*, one of the small, glass fibre five-tonners built by her owner,

Max Aitken's ocean racer, *Outlaw*

Dyna (C. Ewing), a member of the American team competing for the Admiral's Cup

Peter Webster, to Kim Holman's design, about which I wrote at length on this page in an earlier issue (April 27, 1963). This was not a chance victory moreover, for she was winner of her class on three further days during the regatta.

The Admiral's Cup for teams of three ocean racers each from six countries added spice to the Week in no small measure. Sweden took the lead on points in the first event, the Channel Race, with the French team second and Britain fifth. Tuesday's Britannia Cup Race, the second event in this contest, was therefore watched with unusual interest. Through a simple arithmetical error, the handicappers announced the German *Rubin* as the winner. Later, when the mistake was discovered, the Royal Yacht Squadron with humble apologies to the parties concerned, declared the true winner, the Swedish *Staika III*. This altered the points position to this order: Sweden, US, Holland, Britain, France, Germany. On Thursday, in the New York Y.C. Cup Race (the third part of the Admiral's Cup series) Britain's fortunes were almost fully restored, when her team *Clarion of Wight* (D. Boyer and D. Miller), *Outlaw* (Max Aitken and R. T. Lowein) and *Noryema III* (R. W. Amey) took the first three places. This made Britain a close second behind Sweden with US, Holland, France and Germany in the rear. Thus the chances were nearly equal before the concluding event, the Fastnet, between the first three.

Sovereign's first appearance certainly added interest to the Week, although it was not really possible to judge her potential by her performance in the few races in which she took part. She did not face the serious opposition needed to bring out the best in her, she had not been able to set her best new suit of sails, which had been returned for alterations, and she also suffered from a few inevitable teething troubles with some of her complicated gear.

The appearance of the two large catamarans in the running for the honour of defending another international prize in September against the Australian challenger showed a much clearer indication of our strength. *Hellcat III* (A. R. Holloway), designed by the most outstanding catamaran designer, Roderick Macalpine-Downie, beat John Fisk's *Boadicea*, backed by a syndicate of the Catamaran Y.C., by a comfortable margin in every race.

ON THE RAMPARTS AT COWES

Photographs by Barry Swaebe

There were four days of races organised by the Royal Yacht Squadron at Cowes. The officials responsible for the Regatta—all members of the Race Committee—are seen here in action on the battlements of the Castle, from which races are started. The RYS Castle was acquired in 1858 when the old West Cowes Castle was demolished. The original Yacht Club was founded in 1815. It became "Royal" in 1820, when the Prince Regent, a member, became King. The name was changed from "Club" to "Squadron" in 1833.

Above: Col. T. V. Somers and Major Peter Snowden

Top: Officers on the line checking one of the starts are Admiral Sir Manley Power, Lieut.-Commander P. S. Boyle, Air-Commodore J. C. Quinnell and Mr Geofirey Snagg, the time-keeper

Above far left: Col. the Earl Cathcart, Rear-Commodore of the Club and Officer of the Day for the RYS Regatta

Above left: Major C. C. Nainby-Luxmore and the Marquess of Camden, the Vice-Commodore

Left: (from left to right) Mr C. A. W. Beaumont, Captain R. Hughes, and Group-Captain the Hon. Peter Vanneck who is correcting the times of yachts

WINTERING IN THE CRUISE SHIPS

BY SYLVIE NICKELS

As the cruise programmes for the coming winter pour on to the market, two facts are clear. Never before has such a monumental total of pleasure-bound tonnage been projected for departure from UK ports alone; and never before have there been available so many "little" cruises on large ships.

Two of them—Cunard's *Queen Mary*, and French Line's *France*—account for nearly 150,000 tons between them, and for those with limited time to spare there is the immense attraction of the shorter cruises offered by both these ocean-going giants. Two six-day cruises to the Canaries, for example, with departures on December 23 and 30, should provide a memorable Christmas or New Year break aboard the *Queen Mary*, with rates beginning at a mere £59. Or there is the chance of 11 days aboard the *France*, with destination West Africa, via the Canaries, leaving Southampton on February 5; rates are from £142. Also bound for Dakar is Holland-America's *Statendam*, whose 13-day New Year cruise leaves Southampton on December 28, with rates starting at £92.

West Africa, indeed, receives an unprecedented degree of prominence in a number of cruise programmes this coming season. One of the fortnightly sailings of Elder Dempster, who are, of course, old hands on the route, is from Liverpool on December 6. The 31-day round voyage by the *Aureol* via Las Palmas, calling at West African ports and including either six nights in Accra or four in Lagos, costs from £238. The Royal Mail's *Andes* also sets off in December for a 16-day Christmas cruise to the West African ports of Dakar and Freetown, returning via Teneriffe (from £96). A week after her return, on January 10, she leaves Southampton again for her marathon 64-day cruise to the Far East, with as glamorous a selection of ports of call *en route* as one could wish. Fare tariffs start at £576. The following week, Gdynia America's *Batory* and Cunard's *Mauretania* set off from Southampton too, but in the opposite direction, for five weeks of sun to the West Indies. There are seven Cunard cruises from Britain—the first since 1939.

Also heading for the West Indies, this time from Dover, is the Clipper Line's *Stella Polaris* on November 26. This cruise is one-way only, since *Stella Polaris* then proceeds to New Orleans to start her series of five cruise sailings to the West Indies and South America; alternative arrangements for return to Britain can be made. South American ports are regular destinations for the frequent schedules of Linea C from Genoa, via other Mediterranean ports, and arriving back about a month later. The *Rotterdam* of Holland-America goes round the world in 80 days, starting in New York on January 25. British passengers can join the ship at Villefranche on February 3, with facilities for returning to Southampton from New York on April 15, two days after the end of the cruise. All travel (first class) additional to the cruise is included in the fare which starts from £964.

An interesting piece of cruising co-operation begins this winter between four of the shipping giants: Union Castle, P. & O., Royal Mail and Royal Interocean. A composite programme under the name of Triangular Sea Tours, with departures from UK ports, enables you to ring the changes between the ships of the different companies, with ports of call in South America, South Africa, Japan and/or Hong Kong. Duration of the suggested itineraries is from 2-3 months and specimen adult fares quoted range from £505 to £726, based on first-class double cabins with private bath or shower. This does not include optional tours ashore or stop-overs at transfer ports.

Union Castle has come out once more with an excellent range of African Sea Safaris, based on the regular sailings of the company's weekly mail ships to and from South Africa or on the monthly East African service. It is well worth noting that on November departures there is a 30 per cent. reduction on first-class return fares, and in December a 20 per cent. reduction on tourist class—reductions which are reflected in the inclusive cost of the Sea Safaris. Thus the 44-day Safari to and from Cape Town, including a 16-day African land tour, costs £288 tourist class by the reduced rate sailing (a saving of about £40), and £378 first class (a saving of over £100) for each of two or more persons. One Round Africa voyage, by the *Rhodesia Castle*, leaves London on January 1, returning March 3; the cost is from £259.

Cruising at Christmas

I would like to make mention of three more Christmas and/or New Year cruises, all of them departing from Southampton. The first is by the Greek Line's *Lakonia*, which leaves on December 19 for an 11-day Christmas cruise (from £66) to Madeira and the Canaries, prior to starting her series of 25 cruises and sailings in 1964. On the same day, the *Venus* of the friendly Bergen Line steams away from Bergen and the winter shores of Norway to call two days later at Southampton before continuing towards Lisbon, Gibraltar, Tangier, Casablanca, Agadir, the Canaries and Madeira, where her call is timed to coincide with the renowned St. Sylvester celebrations in the Bay of Funchal. The fares (one class) start at £97, ex-Southampton. She returns to Southampton on January 4. Finally, the Gdynia America Line's *Batory* sets off on December 23 for the Mediterranean, with ports of call including

Looking across the Nile towards hotels in Cairo

Palma, Malta, Tunis, Cagliari and Algiers, returning on January 7.

So far most of the sailings mentioned have originated in UK ports; the choice from all parts of the Continent is legion. Among the winter series of Typaldos Lines, for example, are seven eastern Mediterranean cruises by the *Mt. Athinai* beginning and ending in Venice, with three days in Israel (minimum rate £69); there is also a 16-day New Year cruise beginning and ending at Genoa. Also beginning in Genoa is the Columbus Cruise by the Hamburg-Atlantic's *Hanseatic*, with destination the West Indies, South America, Miami, whence you return by SAS flights via New York to Europe; return fare from £312 10s.

There can be few people whose imagination has not been caught by the thought of travel by freighter. Contrary to popular belief, this is not necessarily cheap, for passenger accommodation is invariably one class and that of a high standard, but providing you are not tied down to fixed dates, for sailings are always subject to cargo requirements, it is one of the most delightful modes of travel. From the pages of one long-established specialist in freight travel, Informal Travels Ltd., suggestions ranging in duration from just over half a month to half a year cover the four points of the compass, with vessels of every nationality, including Spanish, Italian, Dutch, Danish, German, Belgian and Norwegian, usually carrying 6-12 passengers. Larger vessels are featured too; one most attractive round-the-world voyage is by air-conditioned Dutch liner, with stabilisers and swimming pool in both classes; departures are about

Passing one of the most famous "sea fronts" in the world—The RMS cruise ship *Andes*, of 27,000 tons, on the Grand Canal at Venice. (Right) is St Mark's square

every two months from Southampton, duration 61 days, with fares ranging from £281 tourist class, and £459 first class.

Finally a suggestion from Hellenic Travel which, though not strictly speaking a cruise, is guaranteed to take one's mind off a foggy, frozen Britain. Leaving by air on November 7 and 28 for Cairo, it then proceeds by river boat down the Nile to the sites and temples of Egypt and Nubia, in the company of distinguished guest lecturers. The duration is 22 days, the cost from 296 gns.

For further information: Cunard Steamship Co., Cunard Building, 15, Lower Regent Street, S.W.1; French Line, 20, Cockspur Street, S.W.1; Holland-America Line, 120, Pall Mall, S.W.1; Elder Dempster Lines, Dunster House, 20, Mark Lane, E.C.3; Royal Mail Lines, Royal Mail House, Leadenhall Street, E.C.3; Stelp and Leighton Ltd. (for Gdynia America Line), 9-13, Fenchurch Buildings, Fenchurch Street, E.C.3; D. H. Drakeford Ltd. (for Clipper Line and Linea C), 60, Haymarket, S.W.1; Union-Castle Line, Cayzer House, 2 and 4, St. Mary Axe, E.C.3; P. & O. Orient Lines, 14, Cockspur Street, S.W.1; Royal Interocean Lines, Leadenhall Street, E.C.3; Greek Line, 2, Duke Street, St. James's, S.W.1; Bergen Line, Norway House, 21/24, Cockspur Street, S.W.1; Typaldos Lines, Astoria House, 62, Shaftesbury Avenue, W.1; E. H. Mundy and Co. Ltd. (for Hamburg-Atlantic Line), 87, Jermyn Street, S.W.1; Informal Travels, The Courtyard, 45, Queensway, W.2; Fairways and Swinford (for Hellenic Travel), 18, St. George Street, Hanover Square, W.1.

LOWER AIR FARES TO THE CARIBBEAN: AND OTHER NEWS

The considerable reduction in air fares to the Caribbean which has been introduced on all BOAC services from this country to the Bahamas, Barbados, Antigua and also to Bermuda, will encourage many more to take holidays in those sun-blessed islands. The present economy return fare to Barbados is £266, which has been reduced to £187 4s and the fare to Bermuda has been reduced from £178 11s to £129 19s. The only exception to these fares being available throughout the year is that in August and September from Britain and in June and July from the Caribbean and Bermuda, the old fares will apply, but the new fares will be available on a "stand-by" basis on regular services, and also with firm bookings on such additional flights as may be operated.

Whether these "stand-by" arrangements will be practicable for such long-distance flights remains to be seen, since it will be necessary to report at London Airport one hour before departure. It is a pity that more notice cannot be given; 24 hours would hardly rob the airline of many last-minute bookings.

From September 1 a new return excursion fare of £280 will be available between London and Hong Kong by all BOAC's regular jet flights, of which there are nine a week. This compares very favourably with the present £395 economy return fare, and the present once a month Skycoach fare of £311 return. This brings Hong Kong within the range of long-haul holidaymakers who, surprisingly enough, are growing in numbers, and also will appeal to businessmen who have been put off by the present quite steep fare.

At the beginning of this month a new and longer runway was brought into operation at Gando Airport at Las Palmas in the Canaries. This will enable bigger aircraft to call in. Iberia Air Lines have introduced a new service from Madrid to Las Palmas, San Juan, Puerto Rico and Caracas.

An unusual treat awaits anyone who is prepared to break an air journey to or from America at Shannon Airport. For 24 hours you can live like a lord, and enjoy the mediaeval splendour of Bunratty Castle. Having paid your 5 gns, you leave by coach, first to enjoy tea before a turf fire in an Irish thatched cottage at Bunratty, and then through the quaint village at Sixmilebridge, to the 12th-century Quin Abbey. After a tour of the Abbey, the party leaves for an hotel at Ennis, for an Irish dancing display, and returns to Bunratty Castle for a mediaeval banquet. This is the highlight of the tour, where you will be welcomed in the Great Hall by colleens in 15th-century costume. Before a huge log fire, and in candlelight, an old-world meal will be served, washed down with mead, to the accompaniment of bardic entertainment. The menu includes such unusual dishes as stuffed boar's head, beef ryall, and what is described as "Pull'd Fowl-Salamagundy." I am told by someone who has been on it that the tour is very worthwhile, and can be thoroughly recommended.

Finding a room in Birmingham at short notice can be the very devil, especially at certain seasons of the year. The new hotel room-finding service, with 70 hotels on its books within a 25-mile radius of the city, is similar to the one started in Manchester six months ago, and will be welcomed by anyone arriving at New Street or Snow Hill without having booked a room. The telephone number for the service is Acock's Green (ACO) 5858.

W.D.C.C.

ALL HOLIDAY FARE

280 **The Blue Sapphire** by D. E. Stevenson: Collins. 16s, is frankly and heartily a romance. The sapphire of the title is a real one, the love affair between two young people equally authentic, and the troubles which divide them for as long as it takes to make a comfortable, readable novel are described with matter-of-fact realism. Unnecessary to add that such a story is told by a most professional writer with 30 years of successful authorship to her credit, and a facility for expression and warm-hearted narration that unpretentiously takes the place of style.

Trouble on the Line by Connery Chappell: Hutchinson. 18s, has been devised for the reader's amusement and very agreeable reading it makes: a Cinderella theme in which a railway clerk and his new appointment are the objects of the magical change and the sabotaging staff take the place, more than adequately, of the Ugly Sisters. Percy Smithers is a booking clerk in a wayside station when he is shunted to Great Britain's most important junction as superintendent—and becomes a magical organiser, providing punctual trains, clean carriages, savoury meals and delightful girl stewards. This may be a state of affairs of which the good Dr B. dreams, but it is too much for Percy's personnel and the results are both disastrous and hilarious.

Tomorrow will be Friday by Bernard Thompson: Hodder and Stoughton. 18s, is a novel set in a world of pubs and pub fanciers, pursuing their avocations in a small English seaside town, making friends and enemies, and patching up some of the more obvious gaps in matrimonial relationships, particularly in the case of a couple who are having "enough petty quarrels to have kept them from winning the flitch in a thousand years." Mr Thompson has a lusty style to suit his lively, convivial story and a real sense of the broadly comic.

Fisher's Creek by Graham Reed: Dobson. 18s, is a genuinely funny book about what one can only hope is an imaginative view of local education. It is presented with an ingeniously deprecatory blurb by the publishers who go on record as deploring the book's immaturity, "its lack of depth, its limited range, its uneven texture, its failure to achieve significance. . . ." They do, however, claim that the author has written an amusing story and in this they are perfectly right, hair-raising as it may strike one in its exposures of municipal time-serving and academic clock-watching.

A Ticket for the Peepshow by Logan Gourlay: Hutchinson. 18s, has been composed in 13 episodes, closely related to each other and forming a kind of novel as observed and related by a journalist whose special technical accomplishment is in discovering, interviewing and commenting on the rich, the beautiful and the socially or economically prominent. In other words, a columnist of a familiar kind, who, at best, is detached and critical; at the worst, involved in the life he instinctively despises. Quite a *tour de force* and far more readable than one expects from the opening paragraphs.

Voices in the Evening by Natalia Ginzburg: Hogarth Press. 15s, translated by D. M. Low. The narrator of this odd but touching story, as brief as it is haunting, is the 27-year-old daughter of a family in which an older girl is married and lives in South Africa, while a son lives in Venezuela. The dominating figure of the story is the mother, incessantly preoccupied with her own health, her children's futures and the possibilities of marrying off the remaining daughter. The scene is Piedmont, the period within the past 25 years, and the circumstances of the family a little unusual in that they are extremely well off without having much idea of what to do with their money. Elsa retails her family history, even when it concerns her most closely, with an extraordinary objectivity and gives it a strange and stirring reality.

The Golden Plain by Roger Bordier: Gollancz. 25s, translated by J. G. and D. Weightman. This novel won the Prix Renaudot two years ago, which would mean that, in any case, it was worthy of consideration here, but in this particular case means that it is a quite exceptional novel, a truly French achievement in its modern blend of realism with a poetic imagination. The hero, if that is not too grandiose a word, is also the narrator: a Parisian architect who experiences a double revelation in a new purpose for his designs and a new incentive from a love affair with a young girl of unconventional idealism. Emotional, unusual and bound to be the subject of discussion.

The Impermanence of Heroes by C. J. Griffin: Barrie and Rockcliff. 15s, tells the story of a young brother and sister who live in a little village on the coast of New England, know the region, its weather and its seas as well as any experienced fisherman, and take their own views of the "summer people" who make up a temporary, yearly population. When a difficult, war-wounded man comes to live there they, alone among the villagers, befriend him and the novel is the record of his impact on the lives of the children. Tenderly expressed, with a child's lack of false sentimentality.

DEATH OF A NEWSPAPER

The Last Chronicle of Bouverie Street by George Glenton and William Pattinson: Allen and Unwin. 25s. The feel of the troubled world of Fleet Street during one of its convulsive crises comes out from this account by two journalists, who worked on the *News Chronicle* up to the time it closed on October 17, 1960, of the end of that fine newspaper and its companion the *Star*. Today, the *News Chronicle* lies submerged in the *Daily Mail* and the *Star* in the *Evening News*. So evanescent is the memory of the public that I doubt if many people nowadays spare more than a passing thought for those two newspapers, when only three years ago one was a National with a circulation of over a million and the other an immensely popular London evening. The authors produce no startling new theory of why the *Chronicle* folded up: it was basically an economic question, although, as the authors point out with vigour, it had been in similar crises before and come through. Their story of the rise of the *News Chronicle*, first under its original name of the *Daily News*, through nearly 115 years, is told in fast-moving, black and white terms. The *Daily News*, which took over the ailing *Daily Chronicle* in 1930, was founded by Dickens, the *Star* by T. P. O'Connor, then MP for a division of Liverpool. Both papers had a crusading zeal and a long tradition of honest reporting, which they kept to the end. This book may be a partisan tribute but it is a moving one.

Paulus and Stalingrad by Walter Goerlitz: Methuen. 50s. The account of the German Field-Marshal who was forced to surrender at Stalingrad is also partisan, but it conveys a much less pleasant impression. It consists first of an 80-page biographical introduction of Paulus, by Walter Goerlitz. He is at great pains to paint a portrait of a brilliant, methodical staff officer, who took no interest in politics, but who took a large part in the creation of Germany's armoured forces. Second comes a long section of miscellaneous bits and pieces, mostly written by Paulus himself, and not of great interest except to the student of German militarism. Finally there is the meat of the book, Paulus's description of the Stalingrad campaign and its horrors. When Paulus was put in charge of the 6th Army in 1942, he had previously commanded nothing larger than a battalion. He regarded command in the field as an exercise in intellectual skill and training: adept at translating the orders of others into brilliant practice, he was, perhaps inevitably, unwilling or unable to disobey stupid orders and break out of the encircling Russian armies. With the result his army was sacrificed and he himself ended up in apparently plushy confinement by the Russians. It is a classic account of military means seeming to be of more importance than moral ends.

The Castles and the Crown by Townsend Miller: Gollancz. 30s. Subtitled Spain 1451-1555, this is the story of Ferdinand and Isabella, the "Catholic Kings," their daughter Joanna and her husband Philip. Like others of the books this week, it has a partisan flavour. The author regards Isabella as the great European ruler of her time. She was obviously a remarkable woman. Coming to power at a time when Spain was riven into pieces and factions, with a corrupt court and fantastically debased coinage, she united her realm, with the help of her energetic Machiavellian husband, and even managed the Spanish dream of conquering Granada. At the same time she was responsible for the Inquisition. With the discovery of the New World by her employee Columbus, Spain entered into a new era. Then came the decline, with the death of Isabella and the accession of "mad" Joanna and "chilling" Philip. Mr Townsend Miller is unashamedly fired with an enthusiasm for Spain, and there is nearly always something particularly engaging about enthusiasts. His method is one of general history, seen as the actions of great people rather than the interaction of political-economic factors.

And the Glory by David Ballantyne: Robert Hale. 12s 6d, is a volume of 14 short stories by a New Zealand author, though not all of the tales are concerned with that beautiful and mainly decorous country, which has produced talents as varied as Katherine Mansfield's and Ngaio Marsh's. Mr Ballantyne has a style and a simplicity of approach to his subject which are as likeable as they are well mannered, and I can recommend this book of his as fiction of an admirably human type.

The Devil's Wind by Jane Vansittart: Robert Hale. 15s, takes its title from an account of the Indian Mutiny, and is a colourful tale of the opening phases of that tragic story of bloodshed, heroism and intrigue, as seen through the experiences of a young Englishwoman. Effective and with some authentic detail provided not only by research but by family memories.

The Echoing Cliffs by Hjalmar Thesen: Hutchinson. 15s, is the author's first book: an enchanting little sketch of the last cave dwellers of the Stone Age, who, by a freak of history, still survived when there were 300 years ago when the first white men landed in South Africa to discover the Hottentots. Idyllic, charmingly told and with some drawings in the same mood by Elizabeth Lord.

A Call From Austria by Martha Albrand: Hodder and Stoughton. 15s, provides the thriller of the week: well-planned, quite sufficiently exciting story about an American who comes back to one of the most *gemutlich* parts of the country to search for his missing brother and finds himself involved in a hunt for a murderer, a fanatic and the source of a neo-Nazi organisation. Recommended. **Vernon Fane**

Thus his story reads more like biography, even at times romantic fiction. I am not competent to judge his accuracy as an historian, but he has produced an exciting and vivid narrative.

Beating About the Bush by Sarah Mussen: Jarrolds. 21s. It is a relief to turn to this account of the not very serious adventures by a young Englishwoman in Australia and New Zealand. In her energetic way, she covers a great deal of ground from working as a secretary in Sydney to a sheepshearer in New Zealand. Her verbal snapshots of people are often telling, particularly of their attitudes to the English "Mag read her newspapers and knew that modern English youth was divided into two classes, upper and lower. The former went to deb parties and threw fully clothed people into the Thames, while the latter joined cosh gangs and roamed the streets beating up elderly people."

The Prophet's Camel Bell by Margaret Laurence: Macmillan. 30s. This, too, is a personal account of travels, in which the people met are of more absorbing interest than the places seen. Margaret Laurence went with her engineer husband to Somaliland. Living in camp, she grew to love the nomadic Somalis, forced into an endless struggle against the barrenness of their land. **Jolyon Wimhurst**

MAN AND BOYER

One of the best-loved of screen lovers, Charles Boyer rehearses with Barry Justice and Alice Turner in his first-ever West End play. This is Terence Rattigan's *Man and Boy*, which opened this week at the Royal, Brighton, before coming to London on September 4, at the Queen's. Charles Boyer has always been firmly associated with romantic roles in the films—on page 267 of this issue he can be seen in a still from *Marie Walewska* in which he played opposite Greta Garbo. But, in fact, Charles Boyer is a versatile actor who, although over 60, shows no sign of giving up. In Rattigan's play he is Gregor Antonescu, a fascinating but unsympathetic crook. An unusual point about the play is that it is being tried out in England before going to New York later this year.

Photographed by Tom Hustler

LEADERS OF BRITISH INDUSTRY: **DONALD BYFORD, C.B.E.**

Mr Byford is the Chairman of D. Byford and Co. Ltd., manufacturers of socks and knitwear for men. He was born on January 11, 1898, the son of the late Charles Watson Byford, J.P., of Clare, Suffolk. Educated at Bishop's Stortford College, he first learned the hosiery business in Leicester in September, 1914. He entered the Army in 1916 at the age of 18, joining what subsequently became the Royal Tank Corps, but was wounded in the second battle of the Somme in September, 1918, and was invalided home. In 1919 he founded the firm of D. Byford and Co., making socks in one room in Bedford Street, Leicester. D. Byford and Co. Ltd. are one of the best-known firms in the hosiery trade and have built up a large export business, and in the year 1962 exported over £1 million worth of socks and sweaters (of which 60 per cent. was to dollar countries), and represented 37 per cent. of the Company's output. Mr Byford was, for eight years, the Chairman of the Melton Division of the Conservative Association. He is a Past Master, Worshipful Company of Gardeners of London, and a Past Master of the Worshipful Company of Framework Knitters. He is a member of the Grand Council, the North Midland Regional Council, the Overseas Committee, and the Location of Industry Committee of the Federation of British Industries, a member of the Finance Committee of the Country Landowners' Association, and a council member and Past President of the National Federation of Hosiery Manufacturers and of the Leicestershire Association of Hosiery Manufacturers. He is a Member of the Court of Assistants, and of the Estates Committee, of the Corporation of the Sons of the Clergy, a Treasurer (for more than 20 years) of the Leicester Diocesan Youth Council, and Chairman of the Trustees of the Hind Sisters' Homes, Cropston, Leicester. Mr Byford is married with three children—two sons and one daughter—and lives in an old rectory five miles from Leicester. His spare-time activities are shooting and farming. He visits 700 acres of farmland near Lavenham, Suffolk, once a week.

ALUMINIUM ADVANCES

by The Sphere Industrial Correspondent

Why should one make the cylinder block of a motor car engine—the largest casting in the whole assembly—out of aluminium? The obvious answer is to save weight: size for size, aluminium weighs little more than a third of cast iron or steel. And in the case of certain of the expensive, high-performance cars that use aluminium without much regard for cost, this is virtually the whole and sufficient reason. But when one comes to a mass-produced engine such as that of the Hillman Imp, the first low-priced car designed for quantity production in Britain to embody an aluminium cylinder block and head, weight-saving has not been the only or perhaps even the most important reason for choosing the lighter metal. This is what makes the choice such an important advance for aluminium into the part of the car industry where numbers really count in tonnage. To achieve it, aluminium has had to overcome inherent and large disadvantages in basic material cost: cast iron, at little more than £20 a ton, is about the cheapest metal with which it ever has to compete.

At a recent conference—before the advent of the Imp—it was said that the motor car of today had less aluminium in it than was common 40 years ago; but of late the amounts used per car have been increasing again, and as other makers follow the example of Hillman and certain American companies of putting aluminium engines into popular-priced cars, the tonnages used by the motor industry are sure to mount. The comparison is with the years before better steel sheet for deep-drawing gave cars the pressed steel body, and when engine design could not get much power from small, inexpensive engines. In the years between, more efficient engines and techniques that suited steel—the chassis-less, integrally constructed body—enabled designers to improve the power-weight ratio of the popular car without recourse to materials chosen for lightness as such.

Where cost is secondary, and lightness counts above all, one gets aluminium engine blocks made by just the same method of sand casting that is used for cast iron blocks. In Britain, the Rolls Royce V-8 engine and the Aston Martin DB4 engine use aluminium for their cylinder blocks, to achieve weight saving in large, rigid castings of intricate design for high performance. At the other end of the size scale, aluminium blocks are customary for cylinder heads and crankcases in most motor cycles; here the size of the block is so small that the extra cost of metal is not considerable, and designers utilise another quality of aluminium, its high thermal conductivity, for their air-cooled engines.

The Hillman Imp's cylinder block and head are not enormous—with the timing cover, the basic assembly weighs only about 35 lb. One has to put more metal into certain parts of an aluminium block that come under stress than one would with the same block in cast iron; even so, this one weighs only half that of a comparable cast iron unit. In the whole engine and gearbox assemblies, there are about 58 lb. of aluminium on the Imp.

Aluminium cylinder heads are much more common in British cars than complete aluminium engine blocks, because this is a difficult casting to make in cast iron, and aluminium's better "pouring" qualities help, while its better thermal conductivity, evening-out operating temperatures throughout the head, makes for higher efficiency. These are normally ordinary castings made in sand moulds (like the big cylinder blocks of the more expensive cars that use aluminium). But the Imp uses a different technique for its main aluminium parts—pressure die-casting, with metal dies. These metal dies allow greater dimensional accuracy in the rough casting, which requires less machining later; the casting cycle is faster; the work is considerably less arduous, and for that matter requires less skill. For the production of this power unit, and for aluminium component parts used on other Rootes cars, the group has built itself a special separate factory at its new Linwood car plant in Scotland, with a metal melting capacity of 3,500 lb. of aluminium alloys per hour; this virtually air-conditioned plant is so utterly different from the ordinary circumstances in which even mechanised casting takes place that the firm has resolved not to call it "a foundry."

Aluminium applications

Eventual advantages in the performance of a product made from aluminium, in this case, have therefore combined with technical advantages in organising high-productivity output. In the extension of its usage, aluminium has often to take advantage of such parallel possibilities, when it is seeking to supplant much cheaper materials. But there are some applications, in recent years, where this relatively expensive metal has been comfortably able to achieve substitution on sheer price comparisons—because its own price trend has been held fairly level while those of comparable materials have shot up. The outstanding example has been in electrical applications. During the early 50's aluminium prices rose only slightly, while those of copper soared to remarkable heights. Since then, copper prices have come down again; but the period served to focus attention on the economic advantages of aluminium so long as the base prices of the two metals are anything like equal. Aluminium is much lighter; its electrical conductivity is pretty comparable; its tensile strength is lower, however, and it costs more to convert into wire than copper does. The effect of these different factors, on balance, is that aluminium retains economic advantages as a power conductor unless the basic price of copper falls to something like half that of aluminium. Today, copper costs about £235 a ton; aluminium costs about £180 a ton.

As a conductor, therefore, aluminium nowadays offers advantages in capital cost for overhead conductor cables, cables, and parts of transformers. Its use has been growing rapidly in recent years; the main grid and supergrid systems in Britain, for example, use aluminium conductors reinforced with steel wires. In insulated cables, you can use aluminium for the outside sheath or "armour" coverings (instead of lead) as well as for the conductor wire inside. Local electricity boards make more use of aluminium conductor cables than any other businesses; the GPO and British Railways are substantial users of aluminium-sheathed cables. In large-scale electrical plant, aluminium tends to be used for everything from internal windings to outside casings.

The third major area for growth in aluminium usage—and one upon which, in terms of tonnage, the industry places great hopes—is in structural engineering and building. British engineers were pioneers here in the application of the metal, for example, to bridges; *(Continued on page 284)*

Molten aluminium is poured from the holding furnace into ingot moulds on a casting wheel to cool and harden at the works of Aluminium Company of Canada at Arvida in the Province of Quebec

ALUMINIUM ADVANCES *continued from page 283*

nevertheless, the United States has gone far ahead of us, with construction accounting for perhaps 20 per cent. of its total consumption of aluminium, against 10 per cent. of a far smaller total in Britain. We use it pretty largely for components and fittings such as window frames; certain kinds of factory structures, such as wide span roofs and big doors, where weight-saving is important, are often made from aluminium; and there is a certain amount of aluminium cladding used for its decorative and anti-corrosive qualities on factories and other large buildings. But Britain has never yet gone in for the " monumental " structures sometimes built in aluminium in the United States.

As " industrialised building " develops in Britain, various methods using aluminium for pre-fabricated sections are liable to come into wider use. But just which way pre-fabrication will go in British building remains to be seen; and in this field aluminium has to meet strong competition from other unconventional building materials. One rather unexpected use of aluminium's reflective qualities in building is the occasional use of aluminium foil for insulation; if this were to become more general it could make a big difference to the use of aluminium as foil, which in packaging accounts for a huge area but still a modest tonnage.

" Transportation equipment "

These are a few of the new uses of aluminium: in Britain, the main existing use is still in " transportation equipment "—aircraft, ships, railways, commercial vehicles, and the growing use in private cars mentioned above. Almost the whole of an aircraft structure is made of aluminium or light alloys developed from it; although the use of titanium alloys is growing and the eventual move to very high speeds may make it necessary, for heat resistance, to move to a larger use of stainless steel, aluminium seems likely to have a pretty long innings for all but the most high-speed aircraft. In passenger ships, again, Britain has been ahead in widening the use of aluminium; on recent liners such as the *Canberra* and the *Oriana,* aluminium is used for practically the whole superstructure, bringing about considerable savings in fuel costs as well as improving the stability of the vessel. In railway rolling stock, again, such as the newer Underground carriages, aluminium is extensively used.

One of the oddities of the automotive industry is that innovations rather often come into commercial vehicles first; the use of aluminium for bodywork is no exception. This metal, both as a light cladding for vans and as a heavy-duty structural material for tipper trucks, tankers, container vehicles, is now more widely used than any other material for commercial vehicle bodies; these are vehicles where it is worth putting in a slight extra investment in order to achieve economies in weight, fuel consumption and quite often maintenance. For a given-sized vehicle, aluminium offers a higher payload capacity (and incidentally a saving in licence costs, which in Britain are based upon the unladen weight of vehicles) and in tyre wear. Very often, the extra cost of using aluminium can be paid off in a good deal less than the vehicle's likely operating life.

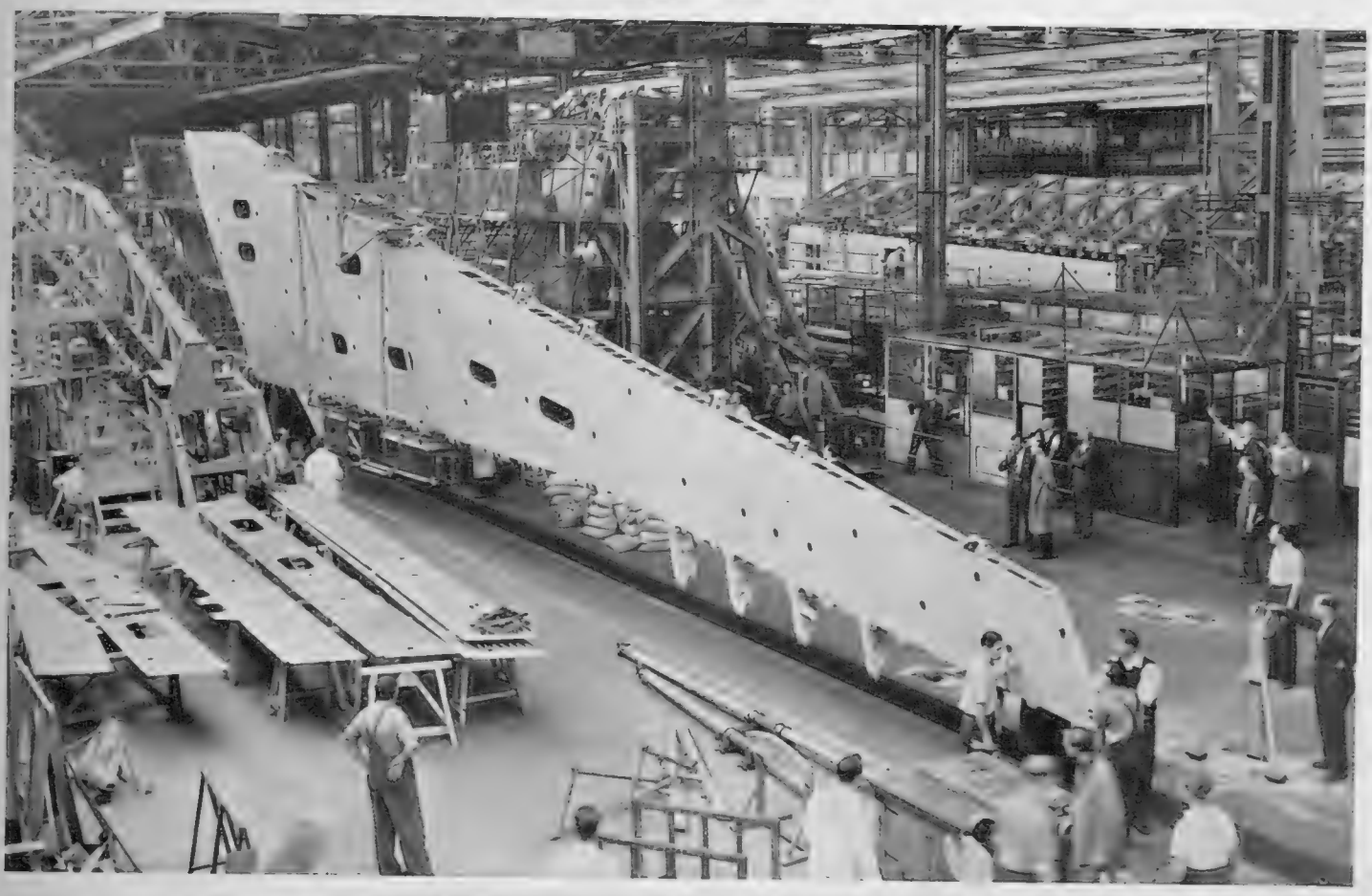
What does all this add up to? In Britain, at present, consumption of aluminium amounts to around 300,000-350,000 tons a year, plus some 50,000 tons of exports. About 100,000 tons or slightly more of the total goes into transportation usages; about 30,000 tons each into building, electrical engineering and general engineering. Packaging too, nowadays, accounts for some 30,000 tons, the great majority of this being foil and lay-flat tubes. Domestic and office equipment—increasingly the casings, some structural castings, and many minor components of kitchen appliances and office machinery—take 30,000-40,000 tons a year.

Above: Liquid alumina is cooled and agitated by compressed air in a precipitation tank—over five storeys high. In this process the alumina settles out of the solution and is then dried
Right: Large crucibles of molten aluminium at the Alcan smelting works at Kitimat, British Columbia

Dr E. G. West, technical director of the Aluminium Development Association (now part of the Aluminium Federation) estimated in December last year that by 1972 British consumption of aluminium should amount to at least 550,000 tons a year. This is unlikely to mean any increase in aluminium smelting capacity here—because the country has neither supplies of bauxite nor abundant cheap power, this reduction of the virgin metal here is confined to about 35,000 tons a year. But its aluminium fabricating works turn out 350,000 to 400,000 tons a year, from some 100,000 tons of refined scrap and about a quarter of a million tons of imported ingot metal. Canada is Britain's traditional supplier, but in recent years supplies from the United States have been growing too. Aluminium is an industry of big, international companies: the British market (for stocks and shares as well as metal) has been feeling the effects of growing competition between them.

Left: Crude oil storage tanks at Thames Haven, constructed of aluminium sheet supplied by the British Aluminium Co. Ltd.

Below: One of the biggest applications of aluminium is in the construction of aircraft. Being assembled here is a wing section for the Vickers VC-10 long-range jet airliner. It has been fabricated by machining ribbed panels from solid alloy plates. Machined panels, ready for assembly, can be seen on the left



Left: Over 72 tons of aluminium sheet and extrusions, supplied by Alcan Industries Ltd., were used in the curtain walling for Chesterfield House, a modern office block in Victoria, London

Far left: Stepping the mast of the *Sovereign*, British candidate to challenge for the America's Cup. The mast of aluminium was made by Ian Proctor Metal Masts Ltd. from Alcan alloy

AIRCRAFT COMPONENTS

by The Sphere City Correspondent

286 Little more than a year ago the aircraft industry was the City's Cinderella with development and research costs far outweighing the return on capital invested. Since then, however, the British Aircraft Corporation (owned 40 per cent. by Vickers, 40 per cent. by English Electric and 20 per cent. by Bristol Aeroplane) has completed development of its short-haul airliner, the One-Eleven, and already received substantial orders, while at the same time Britain's only other airframe group—Hawker Siddeley—is responsible for two key projects in this year's Defence White Paper: the P1154 and the WG681, as well as having a successful medium and short-haul airliner: the de Havilland Trident. For once, in the eternal leapfrog game of keeping ahead of international competitors, it looks as though the British manufacturers are going to have a year or two to themselves. Orders from the various airlines of the United States have already passed the £45 million mark this year.

"There can be fewer sections of British industry," said Sir Reginald Verdon Smith, chairman of Bristol Aeroplane in his recent review, "with a clearer prospect of the work lying ahead. New projects . . . (which include the joint French supersonic airliner, its engine, and engines for vertical take-off planes) should justify continued confidence on the part of stockholders." And here is Sir Roy Dobson, chairman of Hawker Siddeley, in his annual review two months ago: "Firm orders at the year-end amounted to £390 million, a substantial increase on the previous year . . . there is no reason why the high volume of trade that the group is enjoying should not increase steadily over the next two or three years."

There are three groups of beneficiaries from this recovery of fortunes in the aviation industry: (i) the airframe manufacturers—BAC and Hawker—(ii) the aero-engine manufacturers—Bristol-Siddeley (owned jointly by Bristol Aeroplane and Hawker Siddeley) and Rolls Royce, and (iii) the component makers. In a previous article the fortunes and prospects of the first two groups were discussed. Here the often-forgotten component suppliers are analysed.

A large proportion of aircraft component work is carried out by the airframe manufacturers themselves. But there are a handful of independents who still look to the aircraft industry for a sizeable slice of their business. Far and away the biggest is the Dowty Group, with net assets of £14 million and an outstanding growth record in spite of the upheavals in the industry. Although aviation is the group's most important sector, the proportion of other interests in mining, hydraulics, and rubber and electrical equipment is gradually being increased and the chairman, Sir George Dowty, said last year that the dependence on aviation would undoubtedly lessen. Recently, the group has announced a sharp increase in profits, a higher dividend, and a scrip issue. The 10s ordinary shares have doubled since last year and at 58s to yield a 2½ times covered 3·6 per cent. are suitable for the long-term investor.

Among the medium-sized aircraft component makers are H. M. Hobson and Sir George Godfrey and Partners. Hobson had an impressive growth record in the early 1950's but since then earnings per share have tended to level out. Dividend payments after the special rate in 1959 have only been modestly progressive. The attraction of Hobson shares at the present time is that it is a major supplier to the BAC for the One-Eleven, and is also supplying Sud Aviation, makers of the French Caravelle airliner, and the German Dornier firm. Hobson shares have come up sharply recently to 18s 3d at which they yield a modest 3¾ per cent. covered just over twice.

More attractive, perhaps, for investors are the shares of Sir George Godfrey which, because of the company's disappointing earnings record recently, are yielding 5¼ per cent. covered 1½ times. The chairman has warned that the year ending this month will have been a difficult one, but in November quietly reminded shareholders that the firm's order book was at no less than twice the level of the previous year. Backed by net assets of 11s 7d, these shares at 11s 3d should prove a useful recovery stock over the next 18 months.

Meanwhile for investors who are prepared to accept the risks inherent in backing a small firm, the shares of Aeroparts (net assets £1 0,000) are offering a yield of 7 per cent. covered more than twice. The price is about 2s against net assets of 1s 5d a share, but the company (which has an erratic profits record) should benefit from the upturn in the fortunes of both the aircraft and motor industries which it supplies. The shares could appreciate as the company becomes better known in the City.

MIDLANDS MATTERS

by The Sphere Midlands Correspondent

At Lichfield, Staffordshire, a small revolution has been going on quietly in the factory of Concrete Ltd. This is one of two factories within the company which is operating a "staff grade" scheme for its production workers. The aim is to offer to these most casual (in terms of security) of workers the benefits—such as pension rights, basic pay during sickness or bad weather, and a month's notice—of staff status. Any hourly or weekly paid employee with five years' service, or anyone of foreman grade, will be eligible. So far the scheme applies to about 140 of the Lichfield factory's total labour force of about 600; they can receive a guaranteed weekly wage, which will be maintained for up to 26 weeks' absence through sickness or injury in any year.

In an industry whose traditional hire-and-fire arrangements, fluctuating with the weather or the season, have been most sharply criticised in recent years, this seems to me the kind of enlightened approach to labour relations that is bound to pay off handsomely. Of course, by the nature of their production, Concrete Ltd. are in a favourable position to institute such a scheme—though it remains a tribute to progressive management. And with the rapid growth of industrialised building—in the Midlands, for example—many in the middle range of local authorities such as Smethwick, Kidderminster and Rugby have found it the answer to a substantial part of their house-building problem.

BEA Flights in and out

Geography puts the Midlands at the centre of any transport system. Perhaps for that reason, the Beeching Plan will have comparatively slight effects—and the railways will face stiffer competition from the motorway network, especially when the M6 is completed in a few weeks' time, at least from Stafford to Lancashire (a notably doubtful destination by rail). Mr Anthony H. Milward, Chief Executive of British European Airways, confirmed the other day that his company has found its Birmingham-Glasgow route sufficiently profitable for services to be increased by 50 per cent. from next April. This route has become so popular with businessmen that it is affectionately known locally as the "Briefcase Special."

When the main runway of Birmingham Airport at Elmdon is extended from 5,000 to 7,000 ft. (by 1965) BEA will hope to introduce on this route—and possibly other internal services—its larger Vanguards to replace present Viscounts. Competition will intensify then, however; Air France has already stated that it intends to operate Caravelles from an enlarged Birmingham Airport, and other airlines are looking at passenger figures with interest. One service that is unlikely to be provided, however, is a helicopter link comparable with BEA's experimental Penzance-Scillies flights next summer. Mr Milward, visiting Birmingham to open lavish new booking offices for BEA, was quite firm that the Cornish service (which has a first-year Government subsidy of £75,000) has no bearing on any possible inter-city routes.

At a cost per passenger mile of 1s 6d, compared with a Viscount's 3d to 4d, one can see why. For charter work the story could be different. Captain J. A. Cameron, manager of BEA's helicopter unit, drew quite a lot of Midland attention recently when he called for heliports in every major city: "People wanting to charter helicopters from the centre of London to their own town do so because it is swift and convenient; they will expect to be flown right into the city centre." He singled out Birmingham, Manchester, Belfast and Glasgow as the cities which ought first to follow Sheffield's lead in establishing a heliport. But in the Midlands, at any rate, people recall that geography prevents Sheffield from having any sizeable airport. Certainly in Birmingham, where the world's first short-lived rotor station was set up for 10 months in 1950, planners have earmarked a heliport site in Suffolk Street—on the Inner Ring Road—if the demand justifies it.

Lloyds in Birmingham

Part of the nation's commercial history will be given a new aspect when the rebuilding is completed in three years' time of the Central Birmingham (Colmore Row) branch of Lloyds Bank. The first phase of the rebuilding, a ten-storey block on part of the site, opened after the August Bank Holiday; when the second stage is completed nothing will be left of the building which was for 41 years the head office of Lloyds Bank, from 1871 until 1912, when Lombard Street became, inevitably, the headquarters. Before 1871 the head office had been in High Street, Birmingham, not far from where Taylors and Lloyds, the original foundation, began their transactions in Dale End in 1765.

GOOD LIVING *by Ganymede*

In previous years I have always found it difficult to do justice to the wonderful range of wines presented by August Hellmers and Sons Ltd. at their annual tasting. Mr R. M. Scott, the head of this firm, has established the practice of showing the wines every day for a month and inviting his many friends in the trade to choose their own day. In this way there is never a very large crowd there at any one time, and tasters are able to concentrate on the delicious wines shown, and afterwards enjoy a fine lunch in an intimate, almost family atmosphere. It was Mr Scott's suggestion, when I explained my predicament and interest, that I should come again and taste some more.

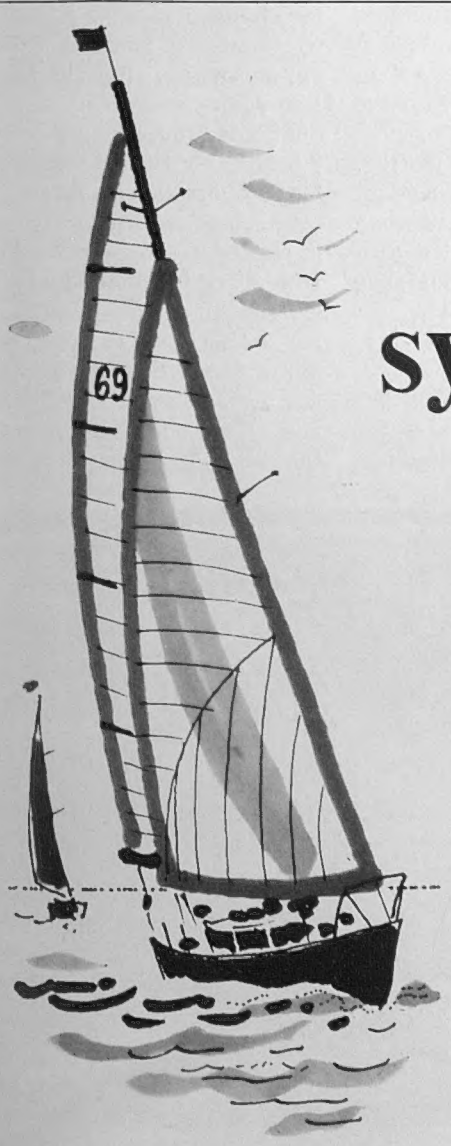
My great admiration for his selection of wines was confirmed once more. Such success is no mean achievement, for the wines this firm specialises in covers an enormous variety. Hocks, Moselles, and wines from Alsace, the Rhone, the Loire, Yugoslavia, Tyrol are the stars of the show, but there are also some very sound "bread and butter" Burgundy and Bordeaux reds and whites. However, the most impressive of all is the list of Hocks—42 of them—of the Moselles and the Alsatians, all 1959's or 1961's, and all personally selected by Mr Scott. The 1961's have developed very well in Germany, especially on the Mosel, but among the Hocks the 1959's remain the finest for many years.

Of the most reasonably priced wines the 1961 Berncasteler Riesling and the Rudesheimer Rosengarten (both retailing at about 11s 6d to 12s) are first-class value, being very drinkable, typical examples of their respective breeds. Of the other 1961 Hocks I also liked the Wollmersheimer Scheurebe (about 12s 6d), the Kleinbockenheimer Grethenborn for its beautiful Riesling flavour costing only a little more, the superb Johannisberger Hoelle Riesling (costing just under £1) and the fruity Forster Stift Spaetlese at a similar price. The Flemlinger Zechpeter Spaetlese is an amazing wine (at about 18s). It is so dry that it is especially recommended for diabetics, yet it has a tremendous grapey bouquet and flavour, a satisfying fullness (for a Hock!) and a pleasant finish reminiscent of almonds. Among the more expensive 1959's I would single out the Kleinbockenheimer Grethenborn Riesling Spaetlese for its remarkable fruitiness (about 25s), and the exceptionally smooth, liqueur-like Bockenheimer Hassmannsberg Auslese (at the high but well-justified price of about £2 10s a bottle).

Of the finer Moselles of 1961 the reasonably priced Piesporter Goldtroepfchen (about 15s) has a fine balance, the Auslese of the same vineyard is sweeter, of course, with a superb bouquet and flavour and costs about £1. For a little less money the Ockfener Bocksteiner Sonnenlay has a most enchanting bouquet. Of the 1959's I specially noted the Wehlener Sonnenuhr (about 30s) for its exceptional bouquet and taste of the grapes, and finally, the superbly elegant and fruity Berncasteler Doctor und Graben Spaetlese at the equally superb price of about £3 10s a bottle. This is bottled by Dr Tanisch on the estate.

In Alsace, 1961 was also an excellent year and I would specially recommend Hellmers's Riesling (at about 12s 6d), Traminer, Réserve Speciale (14s 6d) and the Riesling, Grande Réserve (French-bottled at about £1). Only one 1960 was shown among the Alsatian wines, the Clos St Auguste, Grande Réserve (which retails at about 16s 6d), a very pleasant wine to my taste, but being even drier than the average wine produced in Alsace, it may not meet with such general public approval as the more typical 1961's.

In conclusion, I must emphasise that I have only been able to pick out a few of the wines which I liked out of this magnificent selection, and that the prices quoted are only approximate. Hellmers are shippers, whose wines are sold to the public by many merchants, and the exact retail prices are not under their control, but may vary slightly among retailers.



On water

Status symbolism

With water

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FLY-AND-DRIVE HOLIDAY

288 For a short holiday in the Scottish Highlands I made a flying start—literally—by taking my family comfortably to Glasgow in a turbo-prop Vanguard airliner of British European Airways. A Hillman Imp was awaiting us at Renfrew Airport and we were glad to have avoided 400 miles of traffic-ridden motoring from London. After an 11.30 a.m. take-off, a flight of just over an hour and a picnic lunch, we were motoring in the sunshine along Loch Lomond in our rear-engined Imp.

I propose to discuss my Highland motoring next week, but in this article I want to commend the idea of flying on holiday and having a car at the other end, especially if there is no suitable car-carrying air ferry available. I was lucky enough to be able to borrow an Imp for a holiday road test in its native habitat, but it would have been simple —even if more expensive—to book a hire car in advance through the BEA Car Hire Plan, which has been in operation for five years. BEA claims that under this service 15,000 cars are available at 90 different centres in 23 European countries and the plan is, indeed, most popular among motorists who have decided on a Continental holiday.

But the plan also operates inside Britain, and when you buy your air ticket to Glasgow or places like Bristol, Manchester and Birmingham, it is a simple matter to arrange for the car of your choice to be waiting for you when your aircraft touches down (like my Imp was). No deposit is called for, but you must pay in advance the estimated cost of the car hire, including mileage charges. BEA's car hire contractor at Glasgow is Callender's Garage, who from April to September charge 15s a day for the BMC Mini for periods of seven days or more, plus 5d a mile. You also pay for your petrol. At the other end of the scale, an automatic Mark IX Jaguar costs £2 2s 6d a day and 1s 1d a mile. You can also hire a fully equipped Dormobile, with sleeping accommodation for four, at the rate of £4 6s a day, with no mileage charge.

Traps for speed merchants

A correspondent to *The Times* has, I see, revived the stupid idea that to make motorists drive less fast, shallow trenches should be dug, or humps built, across main roads. What crude, dangerous nonsense! Serious damage could be caused to tyres and suspension systems without the driver suspecting. This could later result in fatal accidents which might involve innocent pedestrians. I am all in favour of enforcing reasonable speed limits and other sensible regulations, but not by traps.

I would prefer booby traps on the lines recently suggested by *The Motor*. This motoring magazine advocated the creation of a national force of traffic police mounted on fast motor-cycles and hunting in pairs, as in France, and with power to fine on the spot (with motorists, of course, having the right to appeal). This national force would operate independently of the county constabularies and units could be switched at any time to those parts of the country where they were most needed. In backing this idea, which is not altogether new, *The Motor* sensibly argues that it would be better to make sure existing traffic laws are enforced before thinking up new ones. I wish *The Motor* would devote more of its energies to this kind of idea and less to its childish " Marples Must Go ! ".

MSA questionnaire

Another body which I think has gone too far is the Motor Schools' Association. It is organising what it is pleased to call driver behaviour research. It is asking the motor schools affiliated to it to fill in a questionnaire, containing more than 30 questions, in respect of *every* pupil who takes the Ministry test, whether the pupil passes or fails.

It asks the instructor to say if he expected the pupil to pass or whether he or she had no chance of passing. It wants to know if the candidate was confident, over-confident, surprised at failing or emotionally disturbed. Information about any disagreement between candidate and examiner is sought; also the instructor's opinion as to whether the examiner was polite, " icily polite," aggressive, patronising, curt or sarcastic.

The Association also says, in its letter inviting the co-operation of member-schools: " Only the MSA is really capable of producing figures which will help the Government in its research into ' what makes the driver tick '." The MSA's impertinence in asking in each case for the name of the candidate and examiner is matched by its condescension in promising to suppress these names " in cases of inquiry or official discussion with the Ministry " unless the permission of the school and/or pupil has been obtained in writing. The Association's most astounding touch of arrogance, perhaps, is the request that when an instructor gives his assessment of a candidate he should state not only the candidate's actual age, but his (or her) *mental* age!

Disc parking in Cheltenham

Judging by what Mr Ernest Marples has told me on several occasions, I am sure the Transport Minister will give Cheltenham Borough Council every encouragement with its plan to try out Britain's first disc-controlled parking system. Disc parking, on the French model, is really a compromise between the use of meters and the " wardens only " system of parking control so effectively operated in Leicester and so enthusiastically publicised by that city's Chief Constable, Mr Robert Mark. Where there are no meters motorists get their parking free. The French discs (which need wardens to ensure fair play) and Mr Mark's wardens (who ensure fair play without discs) both serve the purpose of daily sharing out the available kerbside parking space and preventing obstruction to traffic flow but most local authorities think it is a good idea to enlist the aid of kerbside " bandits " to extract money from motorists' pockets to help provide off-street parking.

Motoring Notes

Briefly . . . The 28th Tourist Trophy race of the Royal Automobile Club, the oldest of the international motor-racing events on the calendar, takes place on the Goodwood circuit this Saturday. The event is again for *gran turismo* cars over 372 miles, which means that competitors will have to do 130 laps of the 2.4-mile West Sussex circuit. . . . Roughly one-third of all accidents and breakdowns on Britain's motorways are due to tyre failures, said Mr Ernest Marples, speaking at Charnock Richard Service Area on the M6 motorway, after the formal opening of the Lancashire section of the road. . . . Jorgen Shafte Rasmussen, generally regarded as the " father " of the two-stroke engine, celebrated his 85th birthday on July 30. Born in Denmark, he was educated in Saxony, Germany, and it was in Zschopau, Saxony, now behind the Iron Curtain, that he later established his experimental workshops. . . . Mr F. J. Hurn has retired as managing director of Smiths' Motor Accessory Division, but retains his seat on the main board of S. Smith and Sons (England) Ltd. He is succeeded as managing director of the Motor Accessory Division by Mr R. G. Cave.

The Facel III, a 2-3 seat cabriolet built by Facel-Vega of France. The model will remain unaltered for 1964. This picture is one of the first to be released of cars to be shown at the Paris Motor Show

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IN QUEST OF GOOD HOTELS

ADVICE BY ASHLEY COURTENAY

Letters, accompanied by a stamped, addressed envelope for reply, should be addressed to him c/o The Editor, THE SPHERE, *Ingram House, 13-15, John Adam Street, London, W.C.2.*

SCOTLAND IN AUTUMN! There is much that could be written in the favour of an autumn holiday in Scotland. Once September is on the wane the tourist trade begins to slacken, so the only motorists one is likely to meet on the road are those homing.

Admittedly the hours of daylight are shorter and, after sundown, there may be a perceptible nip in the air, but there are compensating factors. Scottish hoteliers have no hesitation about putting a wee light to the kindling wood in the fireplace and, whilst nourishment, both liquid and solid, is contributing to the warmth within, chamber-maids above stairs will be installing hot-water bottles in the beds without any prompting from cold-blooded Sassenachs!

With some 150 personal hotel recommendations in Scotland—the majority of which we revisited in June last—it might be assumed that we had reached saturation point. On the contrary, we were happy to have discovered nearly a dozen new ones to add to our list and here are four.

Gairloch Hotel, Gairloch, Ross and Cromarty. The combination of sandy beaches and a sporting nine-hole golf course are not easy to find on Scotland's west coast. When these are combined with a first-class hotel it is no wonder that the *Gairloch Hotel* is busy the whole season through. Of recent years this hotel has been completely modernised and boasts not only an elegant cocktail bar, but a spacious and airy dining-room. Both, as do the lounges and many of the bedrooms, enjoy that magnificent view down the Loch and westwards to the Isles of Skye and Harris. On a fine spring or autumn day it has few equals. Sporting facilities, apart from the golf, are equally good—exclusive fishing on live lochs, as well as sea fishing and a hard tennis court. The active manager of this up-to-date hotel is Mr Alastair Hood, who has been here for over ten years—a sure sign of good and progressive hotel keeping.

Now turning to the east coast, *The Bay Hotel* at Stonehaven, Kincardineshire, stands quietly above the main road which runs through this old Scottish fishing port and has a fine seaward view. For a description of it, we can do no better than quote from one of our readers' letters: "*The Bay Hotel* was one of the best I stayed in—not too large—but the comfort and food would be hard to better. Well decorated, with thick carpets and all the amenities one appreciates on holidays. Constant, willing service, which made one feel really welcome. Really hot water all the time, roaring fires in lounges, TV lounge, etc., and the food was quite perfect—a varied and quite big menu, beautifully cooked and served, and breakfast in bed without any feeling of being a nuisance." We can endorse these comments and it is no wonder that many Glasgow residents come for a week or a fortnight in the summer, and Aberdonians keep the bar and restaurant busy at weekends throughout the year. A useful hotel to note for anyone visiting this coast, or who wants to be within a half-hour's run by car from Aberdeen and Deeside.

Whichever coast you are visiting, you are almost certain to pass through Edinburgh, and there you will find *The Scotia Hotel*. Quietly situated in Great King Street—one of the best residential districts in Edinburgh—the *Scotia* is tailor-made for all who want a three-star hotel at a moderate tariff. The terms are certainly most reasonable for the comfort and facilities provided.

The latter include a lift, private bathrooms, central heating and a very extensive table d'hôte menu. For these and for the well-fitted and well-furnished bedrooms we have to thank Christian and Robert Taylor who, when they took the hotel over on the death of Mrs Taylor's mother, decided to bring it right up to date. This they have done in expert fashion—and no wonder, because Mrs Taylor has had experience in two of the best London hotels. When we stayed at the *Scotia* other visitors ranged from businessmen to Americans—a sign that the hotel will appeal to a wide public, whether they come to Edinburgh for the Festival, shops or on business. A room at the back of the hotel, overlooking the trees and gardens of the square is sought by all. Day and night parking is still comparatively easy and free.

Kingsmills Hotel, Inverness—here is a country hotel in a town—the kind of place we are always searching for but seldom find. *Kingsmills* stands just off the diversionary road to the south and overlooks the golf course of 18 holes. Once a private mansion house, it has been renovated and modernised by Mr and Mrs McLeod, who have had many years of hotel experience. The result is a warm, comfortable hotel with an air of welcome and relaxation. Popular alike with business people and tourists to Inverness, *Kingsmills* has, too, a cocktail bar, plenty of parking space and garden and farm produce coming into the kitchens.

Inverness, the capital of the Highlands, is an excellent starting or finishing point for touring the whole area and all the important tourist routes radiate from it. At *Kingsmills* you will be at the centre of things, enjoying a well-found hotel and a quiet night's sleep.

Either on your way going to Scotland or coming back, you are likely to travel via the English Lake District, and we can thoroughly recommend the *Ullswater Hotel* at Glenridding. The slightly severe facade of this Lakeland hotel, built of grey Cumberland stone, is more than offset by its position. Facing Ullswater at the southern end of the lake, with Helvellyn and the fells all around, the situation is breath-taking. The gardens too are delightful, with smooth lawns running right down to the water and no other buildings nearby to spoil the outlook. From one's bedroom window, sailing and motor boats can be seen on warm sunny days and the Ullswater steamer plying from the nearby landing stage.

Mr J. Lane has, since he took over the hotel, put in a tremendous amount of energy and money in bringing it up to present-day standards. The central heating is efficient, there are private bathrooms and the fresh flowers and bright chair covers make the lounges cheerful. Cleanliness is the watchword at the *Ullswater Hotel*, both before and behind the scenes, and such details as a hot-water bottle in the bed on a cold evening are not forgotten. Once again, we have to thank a reader for bringing us to this friendly Lakeland hotel—so enthusiastically run and comfortably appointed.

BANTRY BAY, Co. Cork. BALLYLICKEY HOUSE
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BOURNEMOUTH. ARNCOTT HALL HOTEL
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BOURNEMOUTH, HANTS
HEATHLANDS HOTEL
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THE SHELBOURNE
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UNCLE TOM COBLEY
and all will be at Widecombe Fair as usual on September 10th, a reminder to touring motorists that Dartmoor and Devon as a whole are within comfortable daily motoring range of
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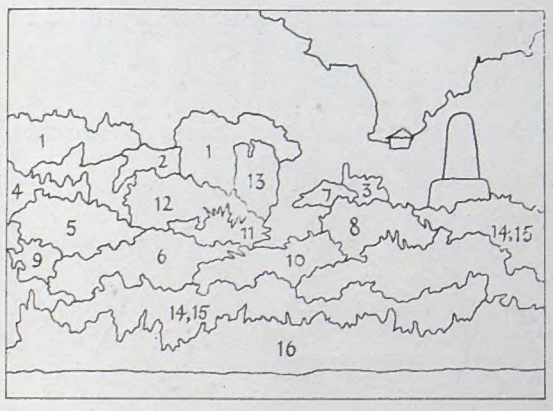
photographed in August by Percy Hennell



Blickling Hall, Norfolk

Twentieth-century economics have overcome eighteenth-century luxury at Blickling Hall, for the elaborate formal beds that formerly stretched before the handsome Jacobean house with its towers and Dutch gables have been reduced in number, simplified and filled with a permanent planting of perennials. Though seldom treated in this way, these fit in admirably with the formal topiary and hedges and the surrounding park with its vistas converging on a classical temple.

A corner of one of these formal beds is seen here. Much of its colour comes from members of the great composite or daisy family, starting with the tall backdrop of *Rudbeckia laciniata* Golden Glow (1), through the more orange *Heliopsis scabra incomparabilis* (2) and *H.* Ladham's Variety (3), and the greenish mugwort, *Artemisia lactiflora* (4), to such old favourites of medium height as the sneezeweed, *Helenium* Moerheim Beauty (5), a showy chamomile, *Anthemis tinctoria* Grallagh Gold (6), and the flat-topped, long-lasting *Achillea* Coronation Gold (7). Goldenmosa (8) is an improved golden rod, and Jamaica Primrose (9) a modern variation on the old florist's marguerite, *Chrysanthemum frutescens*. A change from the habitual yellow of composites comes in *Erigeron* Quakeress (10), a far cry from its miserable wild relations, the fleabanes. The cream-striped grass, *Phalaris arundinacea variegata* (11), sets off the red of *Curtonus paniculatus* (12), a South African iris relation better known as antholyza, and the erect columns of the mullein, *Verbascum* Gainsborough (13). At the border front, and in the bed beyond, mingle the small-flowered polyantha roses Gloria Mundi and Locarno (14, 15), while all is edged with familiar catmint, *Nepeta faassenii* (16).

Blickling Hall, owned by the National Trust, is 10½ miles south of Cromer, astride B 1354, 1 mile north-west of Aylsham which is on A 140. Gardens and State Rooms are open from May to September, on Wednesdays, Thursdays, Sundays and Bank Holidays, from 2 p.m. to 5.30 p.m.

This garden will be illustrated in the Shell Gardens Book to be published in 1964.

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